



NAHCA News®

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www.nahca.org

In this issue:

- ***17 / 18 North Americans***
- ***Hoyt-Jolley Youth Championships***
- ***Race Committee - Be Prepared***





**Equipment
for Serious
Sailors**

*When it's "all happening" on a Hobie...
you need to be confident in your equipment.*

Hobie Tiger Continental Champions (2002 and 2003) Greg Thomas and Jacques Bernier agree on one thing... they love racing! But, they can't agree on which harness is best. Greg prefers the Hobie Convertible Harness, but Jacques wears the Hobie Automatic Harness. Greg likes the freedom of movement that the Hobie Convertible offers when worn without the shoulder straps. Jacques likes the clean design and snug fit of the Hobie Automatic.

CONVERTIBLE HARNESS "Converts" easily from a half harness to full harness with the addition of shoulder straps (included). The all around harness for both racers and recreational sailors where comfort, support and mobility are key. For recreational or racer sailors the half harness has enough back support to keep you comfortable on the tramp or the trap. Just add the shoulder straps for those long days out on the trapeze where extra back support is needed. Extra stiff back support, padded leg straps / shoulder straps, adjustable lumbar support, neoprene covers over buckles and a stainless spreader bar. It all adds up to keeping you comfortable and having fun on the water.



FULL "AUTO" HARNESS New spreader ratcheting feature allows easy adjustment of harness around hips. Ratchet strap system keeps the harness adjusted the way you like it while reducing the "loose strap ends" common with other harness designs. Clean design keeps you free from tangles. For those looking for added back support and comfort while on the trapeze. Great for spending lots of time on the wire. Crotchless design with neoprene leg straps, adjustable lumbar support, neoprene covers over side buckles. Reinforced patch on the seat. Comes with stainless spreader bar.



**Help us grow the NAHCA.
Give a friend an application today! See page 45.**



Features

9 A Bit More on Preparation

Mark Santorelli in the first in a series of articles giving us the "secrets" to start races ON TIME!

14 British Columbia Youth Champs

Results and story from Canada.

15 Hoyt-Jolley US SAILING Youth Champs

Two articles, results and lots of pictures!

22 Continental Event Updates

A report from Lori Mohnney.

23 Sand Snake Regatta & GEP

Three pages of results, pictures and a great article from Kim Edmonds on Wally Meyer's GEP.

26 Midwinters East Area Champs

Results, pictures and a story from Laurie Cronan.

28 Hobie 17 & 18 North Americans

Four pages of coverage with pictures, results, and an article from Dan Ward.

33 Pan Am Games

Two stories, results, and pictures over five pages.

38 Hobie 14 & 16 Rules Changes Update

READ THIS ARTICLE! Four pages, including a schedule for changes, photos of proposed changes, and some initial feedback from sailors. **WE NEED YOUR OPINIONS!!!**

42 Tramps and Sails Gone Digital

The first installment in our new column: From the Factory.

Greg Raybon (6187) of Shrewsbury, NJ, positioning for a winning start on his way to taking the title at the 2003 North American Continental Championship in Carlyle, IL. Details, full results and more pictures inside. Photo courtesy of Felicia Bamer.



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The purpose of the North American Hobie Class Association is to establish and promote the highest standards of Hobie Cat sailing/ racing in its geographic boundaries in collaboration with the National and International sailing authorities.

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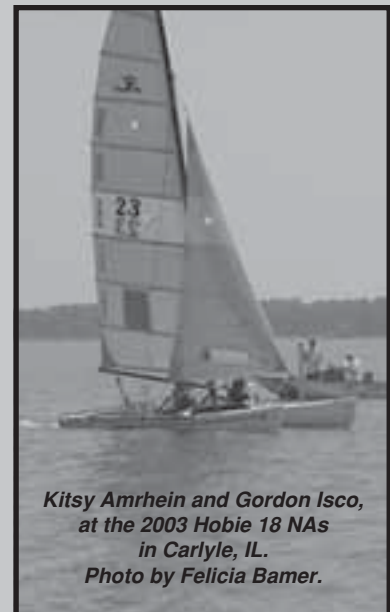
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Columns

- 5 The Blue Part is the Water...
- 6 From the Beach (Letters)
- 9 From the Signal Boat
- 12 Guest Expert Program
- 13 Women's Racing
- 14 NAHCA Youth Program
- 20 Global Hobie Racing Update
- 21 Membership Musings
- 42 From the Factory

Resources

- 4 NAHCA Board of Directors
- 5 NAHCA News Editorial Staff
- 32 Regatta Materials
- 37 Sailing the Web
- 43 Major Events Schedule
- 43 Division Schedules
- 44 NAHCA Directory of Fleets
- 45 NAHCA Membership Application
- 46 US SAILING Golden Anchor Application



*Kitsy Amrhein and Gordon Isco,
at the 2003 Hobie 18 NAs
in Carlyle, IL.
Photo by Felicia Bamer.*

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The Blue Part is the Water ...

by Rich McVeigh, NAHCA Chairman

Three big competitions just finished - were you watching?

In June, the H17 and H18 Continental Championships were held on Lake Carlyle in Illinois. This event was very successful, with sailors competing in seventeen races over three and a half days. Had the wind cooperated the last day, a new record would have been set for numbers of races completed in a Continental competition.

Congratulations to the outstanding champions! Greg Raybon of Shrewsbury, NJ is the new Hobie 17 Champion. And Eric Marshack of Fairview, OR, with crew Valerie Grocsz, beat his father to take the H18 Championship. Eric's father Ken has been Hobie 18 Champion for several years running and father and son had a hotly contested battle for this year's championship.

In addition to the Hobie 17/18 Championships, the Pan Am games were just completed. The Pan Am games are held every four years and are considered a mini-Olympics for the western hemisphere. The Hobie Class is fortunate to have one of its boats selected as a class for the Pan Am games.

Sailors from nine countries competed in the Hobie 16 class with the NAHCA

well represented by teams from Puerto Rico, Canada, Mexico, Guatemala and the USA. The reigning Hobie 16 champion, Enrique Figueroa, won the event.

Paul and Mary Ann Hess represented the US as part of Team USA. Based on Paul's experience with Team USA, he has suggested some ideas we are going to explore to improve the performance of our sailors at the world championship level.

Now the Hobie 20 / Tiger and Hobie 16 Continentals are upon us. Both events will have excellent website coverage. So if you are unable to attend, tune in and follow the action!

On a final note, I want to share a wonderful Hobie experience. Recently, I attended a regatta in Division 16; specifically, in Rochester, New York. This particular event averages 60-70 boats in size, with this year being a little unusual at the participant level.

Twenty-three youth sailors participated in the event - as crews, skippers, and in some cases the whole team.



After sailing, the kids were running around, riding bikes and just having a grand time. This reminds me of a humorous story about one of these youths.

A few weeks ago, at a different regatta, it was rather breezy and a number of boats flipped and pitch-poled. One team that pitch-poled was Steve and Joanne Perkins. Steve is 17 years old and Joanne is his crew and mother. Joanne has a history of enjoying heavy air sailing. But following this particular incident, Steve remarked, "Mom maybe you shouldn't sheet in the jib so hard!"

Sailing is a great activity to interest the kids in and I for one can't wait until my son is old enough. Keep bringing those kids sailing!

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(Example: Nov 1 is the deadline for the Jan/Feb issue).

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RC leading boats to shore, 2002 MEGA, Fort Walton Beach, FL.
Photo courtesy of Matt Miller, Hobie Cat Company.

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All contributions are subject to editorial review and approval by the NAHCA Executive Officers.

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From the Beach

Letters from Our Members

WE NEED A FEW GOOD HOSTS

The NAHCA is looking for hosts for the 2004 Tiger, 20, 17 and 18 continental championship events. The Hobie 16 event has been awarded to Fleet 204.

Please contact Rich McVeigh or Lori Mohny.

HAMPTON BEACH, NH

We said not to listen to the weatherman...

I don't know what the weather was like in the rest of New England in June, but in Hampton Beach it was sunny and 80 degrees.

Well, OK not quite, but we did manage to have two days of racing without rain or fog and that's the first time I can remember that happening at Hampton for a few years. On Saturday winds were light, about 5-10. We got in three races before we called it a day. Saturday night dinner at the Tastee Tower was the best in years.

After a downpour Saturday night, it didn't look too promising for Sunday, but the wind began to fill, and under overcast skies we got in three more with winds peaking 15+. There were a lot of smiling faces out on the water. We stopped when the chop was getting to be a little too much for our committee boat, courtesy of Paul Daoust.

Thanks go out to all our sponsors and volunteers who make this possible. Thanks also to all the participants who didn't listen to the weather and to those that did: You should have been there!

Results available at the Division 12 website.

Fair Winds,
John Swiniarski, Fleet 496



AREA A&B ALTER CUP

Hey there!

Just wanted to send a quick note to thank Dave White for setting up a great event in Quincy, MA! We had some crazy conditions, everything from a floater to 22+ knots, and extremely shifty!

Dave and crew did an outstanding job with RC in the tough weather, getting in five races over two days. There was definitely some attrition and minor carnage on Saturday (in the heavy stuff), but everyone was very happy to be sailing in big air!

Bob Merrick, Liza Cleveland, Michelle McLean and I represented the Hobies with our two 16s. We had some moments of glory (beating 20 footers to A mark, for example), but overall, the spinnaker boys are tough to beat!

Results available at the Division 12 website.

Mike Levesque, Fleet 448, Johnston, RI

HOBIE 17 FOR SALE

Hello Everyone,

Sorry to say that I tore up my right shoulder and am unable to sail my Hobie 17 Sport. Instead of just letting her sit under my deck, I'm putting her up for sale.

1992 Hobie 17 Sport. Purchased from original Bantam Lake owner she is a fresh water boat in very good condition, nice tramp, nice wing seats, and has a mast float. She comes with all new lines, jib, cover, and updated trailer lights. Asking \$3995.00

Ben Bowman, Avon, CT

860.404.8921 or benbowman@sbcglobal.net

GULL ISLAND

Here are some photos from our first real Fleet 276 event designed to get everyone out...the Escape to Gull Island.

Krissy is my daughter/crew and Danielle is her best friend, who was initiated into Hobie sailing by crewing for John Bauldry on his Tiger! Krissy (13) is on the left. Danielle (14) crewed for John on the way out to the island. Krissy crewed for him on the way back, while Danielle rode with me on my 16. John Bauldry took the photos.

Keep up the great work!

Jeff Rabidoux, Fleet 276, Michigan

More letters on next page

*Krissy (left) and Danielle, escaping to Gull Island.
Photo by Jeff Rabidoux.*

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From the Beach, our Letters

continued from previous page

POWER LINES KILL

Time for another reminder to look up for power lines, especially at "foreign" yacht clubs and launch sites. A Star sailor was killed this summer when he backed his boat under a power line. Electrocuted him and caught both boat and Jeep on fire.

Chris Bolton

TWO HOBIE 16s FOR SALE

2000 Hobie 16 with new tramp, shrouds, jib sheets and gel-coated bottom, sail #104626. Asking \$5,500.

Pat Porter, 916-985-3332

1995 Hobie 16 World's boat. Two sets of sails, cat box, trailer. \$4000.00.

Fred Swartz

(408) 847-7971

email hobiegal@aol.com

NEW HOBIE BABY!

Nancy Worth & Andrew Efstathiou announce the birth of their new Hobie 17, oops, baby girl, Ellen Kathleen Worth Efstathiou. Born July 4th at 23:34, 7lb 11oz at 20.5" long.

*Ellen Kathleen Worth Efstathiou,
a new NAHCA member in 2003.
Photo by Nancy and Andrew.*



DIVISION 3 RESULTS

Go to http://www.hobie3.org/2003/results_2003.htm for the race-by-race results of all our points regattas to date. The Moss Landing Challenge has three pages: the regular summary like the other regattas, a detailed Sailwave print-out showing the elapsed and corrected times, and the Portsmouth scoring of the Saturday distance race from Santa Cruz to Moss Landing.

The year-to-date points standing are at http://www.hobie3.org/2003/standings_2003.htm. A few of you have now done more than 6 points regattas, so your points total only includes your 6 best regatta finishes.

Please check the results and standings to be sure there are no errors. Any questions are welcome.

Ed Muns

HOBIE 17/18 NAs

Mike,

We just wanted to congratulate Jim Antonacci, his race committee, Carlyle Sailing Association and everybody that brought us the 2003 Hobie 17 and Hobie 18 North American Continental Championship. The location at the Carlyle Sailing Association facility was world class, the hospitality was superb, and the sailing was great! The Carlyle group has set a high standard for all future events.

Somehow, they managed to pick just the right lunch menu for the conditions of each day. We were greeted at the beach with treats and all of the assistance needed at the end of each day. One could not have asked for better dinners. The wind conditions for racing brought us light, moderate, and heavy air during the week... something for everyone. The atmosphere fostered friendships between on the water rivals and the competition was a blast.

We would be happy to return to Carlyle for any Continental competition in the future. We can only hope that they try to host it again!

Chris & Margie Johnston, Tyler, Texas

More letters on next page

THIS IS YOUR CLASS NEWSLETTER! WE NEED YOUR SUBMISSIONS...

NAHCA News is a publication intended to fulfill the purpose of the NAHCA. We can only do this with member contributions.

Please submit articles, photos, letters, etc. and help us maintain the high level of quality, information and excitement of this newsletter for you and your fellow NAHCA members.

If you are a Fleet Commodore or Fleet Newsletter Editor, please add Mike to your mailing list (see Editorial Staff section for address). We'd like to reprint your outstanding articles for the entire Class to enjoy.

All submissions (including photos) should include your name, Division, Fleet, state, NAHCA #, Hobie size, sail number, and any Hobie offices that you hold.

Photos are especially requested! If submitting photos (or graphics), please submit in JPG or TIF format, with a minimum resolution of 300 dpi, and a finish size of at least 4x6 inches. If you prefer, you can send hard copies and we'll scan them. However, *NAHCA News* will not be responsible for their safe return. Please include the photographer's name, subject details, etc. with all photos.

If you are submitting a NOR, be sure to comply with RRS, App J, as well as the IHCA class rules. Due to space limitations, NORs must be one page or less in size, except for major events (Area Champs, Continentals and Worlds). **WE NEED NORs A MINIMUM OF FOUR MONTHS IN ADVANCE OF THE EVENT!!!**

All submissions are subject to editing or omission, at the discretion of the *NAHCA News* Editorial Staff and the NAHCA Board of Directors.

Thanks in advance for flooding the inbox with submissions!!!

FLEET 238 LOSES P.J.

As many of you may have heard by now, myself along with Hobie Fleet #238 have lost a very important part of our lives when P.J. Ransley passed away suddenly. Someone who truly cared about others and touched so many lives in such a positive way, will be greatly missed forever.

PJ went to the hospital the night of June 24 with neck and severe head pain. He went into a coma on June 25, and passed away on June 26. They still don't know what it was, and the US CDC is trying to help determine the cause.

Our Fleet 238 regatta was in August. Being a crew with him for 16 years, I attempted skippering the Hobie 20 in his honor.

As a memory to his wonderful life, I have set up the "P.J. Ransley Scholarship Fund". To keep his memory alive, each year a student with the same zest of life as P.J.'s, (Sailing, skiing, golf & adventure), will be awarded in his name.

Thanks to all for the support, kind words and prayers!

Christine Ransley

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From the Beach, our Letters

continued from previous page

EAST COAST REVIEWS

Liza and I had a great time at Rehoboth, DE spring regatta. Nineteen Hobie 16 teams braved the cold weather for the first event of the season. We had great wind on both days. On one windward leg it was windy enough that we were going the same speed as an overpowered spinnaker boat, perfect 16 weather.

We made some big mistakes that included an OCS in the last race and a pitch pole at A mark in race 5, but we had a great opportunity to work on heavy air speed against some of the best 16 sailors around. Cliff and Dorothy McCarty won the event.

We had a great weekend for sailing at the North East Hobie Champs (aka: Madcatter). There were 37 Hobie 16s, 13 Tigers and a bunch of other Hobie classes. The weather was great (no snow this year).

The wind started off heavy on Saturday and slowly lightened up as the day went on. We got three races in. After some bad starts, Liza and I had a 3,3,2 for the day and were right behind the McCartys and Greg Thomas (sailing with Susan).

On Sunday it was a bit lighter (single trapping to no trapping), we decided to start at the pin and stayed clear of the boat end traffic (there was also more wind on the left). We got two good starts and won both races for the day, and won 16A on a tiebreaker. There were lots of other Division 12 sailors there. Todd Riccardi and Rick Le Blanc won in the 18s.

Liza and I didn't make it to Sakonnet (RI) but we did race down at Sandy Hook, NJ (Div. 11). It's actually closer to where we live. We had about ten 16As show up for the regatta. Saturday was rainy with light wind. We were only occasionally single trapping. We had three races for the day. Our finishes were 1,2,4, which put us a couple of points behind Wally and his new crew Alicia and a few in front of Rich McVeigh and Diane.

On Sunday the weather was nicer but the wind was truly light. We won the first race after a bad start and some trouble with laylines, I wasn't listening to Liza, and we ended up overstanding the weather mark on a few occasions.

In the second race we had layline trouble again but caught up to Wally, the leader, at the leeward mark and drew a foul. We were leading on the second beat but Rich and Diane passed us from the opposite side. We caught up to them on the run and just nipped them at the finish.

In the last race we had a bad start and bailed out to the right side. The wind shifted left and we never recovered. We finished 5th. Rich and Diane just nipped Wally at the finish to win the race.

We won the regatta one point ahead of Rich and Diane. Wally and his new crew Alicia were third.

Bob Merrick, Division 12 (CT)

From the Signal Boat... A Bit More on Preparation...

by Mark Santorelli

[ML] Those of you who have sailed at a regatta where Mark is PRO know that he has a reputation for starting **ON TIME**. This is obviously no accident, he does it at every regatta. So, we asked him to share some secrets on preparation. This article will be the first of a series, with the goal of helping fleets around the Region to enjoy better RC and racing.

This is not a subject I find easy to write about. Most of my preparatory work in PRO duties for a regatta tends to come from having spent a lot of time on the RC boat and from my "type A" personality. I am very anal about organization and that bodes well for being prepared. Not sure what I mean? Just ask anyone who has had a peek into the green, plastic file box I carry around.

Being prepared for PRO duties truly depends on knowing what your actual role will be at a specific event. We can all look up what the book says about being a Principal Race Officer but depending on the event and the Organizers your role can take on more or less responsibilities. Regardless of how much of your input is requested I believe it to be imperative to be involved from as early in the planning stages as you can be. So, instead of doing a typical "you do it this way" type of article I will do my best to explain my position from personal experiences. You decide how it applies to the way you do things.

I find that knowing as much about the venue, organizers and the equipment available is tantamount to being prepared on race day. Fortunately, I have now done most of the local events in my expanded area to know what I can expect at each one. With all the regattas I work these days I try to be involved, at least at arm's length, in the development of the NOR, SIs, equipment require-

ments including boats and people.

I believe being involved in the early developmental stages of any event allows you to cover many bases that may wind up being overlooked. You do not want to find you do not have a change

but it is something that can be avoided. In the very least, you need to review the NOR and SIs before they are published, so you can address either anything that you need or anything that was overlooked prior to the event.

The types of things that are helpful to know in advance are in regards to expected weather conditions, marks, anchors and line, flags, course boards, the RC and chase boat staff, boats, how many and all the "little stuff."

I tend to own most of the "little stuff" so I don't even concern myself with it any longer. What I mean by little stuff is a wind meter, a watch with a chronograph (two is preferred), a hand bearing compass, a wind indicator, a VHF radio, an air horn, cans of air, a tape recorder, binoculars, clip board(s), pens and pencils, batteries, tapes, duct tape, wire ties (small and large), a current device, sun block, rain gear, hats, score sheets, etc.

I have all of this stuff neatly packed in a back pack and my green, plastic file box – ALL THE TIME! All I've got to do is grab the bags and I'm ready. If I take something from my gear for some reason I am sure to put it back immediately.

The clothing portion of my gear is changed based on the anticipated weather conditions. Let's talk about those anticipated conditions. No matter what you hear on the news, or see on the internet, or hear on the weather radio

Continued on next page



mark on the morning of the first day of racing and need to amend an SIs. Not that writing an amendment is a big deal



Signal Boats in action at Hobie regattas.

**Top: Big Bear in CA.
Photo courtesy of Steve Leo.**

**Bottom: Madcatter in NY.
Photo courtesy of Fleet 204.**

From the Signal Boat...

continued from previous page

reports; you can never be wrong by taking more than you think you will need.

Look at the big picture of the venue. Do some research into the weather history of the area and get as prepared as you can be. Being uncomfortable because you were not prepared for the actual weather conditions is the worst way to spend the weekend. You cannot say, "Oh well, I don't have the appropriate gear, I can not do this today." People, many people, are counting on you, cold, and wet, and as miserable as it may be.

I always tend to monitor the weather for at least a week, if not more, prior to an event. For big events, like a Continental Championship, I will try to find a weather buoy or station and monitor the daily conditions for the entire month preceding the event, especially if I am not already familiar with the venue. Before sailing in the Continentals on South Padre Island in 1997, I studied the wind data from a NOAA weather station for well over a month prior to the event. It did me little good since the venue was changed from the Gulf to an inshore bay but I still did the research. If I remember correctly the prevailing wind tended to go right early in the afternoon and then backed later in the afternoon.

As an example of an opportunity to NOT be prepared due to anticipated verses actual weather conditions let's look at The Madcatter in Syracuse, NY in 2002. In 2002 the weather at The Madcatter was forecast to be sunny and pleasant but a bit on the cold side. Well, a bit on the cold side was an understatement. Knowing Syracuse I should have known better. This is the Northeast

where there is only about 4-6 weeks of what you would call summer. This event is in early May. Sure there have been times I've attended this event when the temperature was in the 80s but that is not the norm. This year it was blowing hard, the air temp was in the mid-30s and the wind-chill was in the teens, you



couldn't have brought enough gear for this. I was not prepared. Thanks to the generosity of the 204 gang I did not freeze my little butt off. Needless to say, in being prepared for anticipated weather conditions; more gear is better and a little common sense will go a long way!

As for the marks, anchors, line and flags, I have the unique position of having all of this equipment at my disposal. Division 11 has more than enough marks (although after our Wildwood Regatta this year we will be getting a couple of new marks in any color other than yellow). As for flags, our Vice Chairman, Rob Wagner has taken the initiative to put all the flags you could possibly need on PVC poles. Other flags including duplicates of certain flags are in a gear bag all in nicely marked zip lock bags. Before we had our equipment in such a user friendly form, I would be sure to show up at the venue the night before or

very early the first morning to take inventory of what needed to be done.

Since the marks, anchors and line and possibly course boards are not something you would normally have at your disposal, there are a few caveats to consider. You have to be sure all of your marks are air worthy; you have enough line for the anticipated water depth and conditions and there are enough anchors to go around including a spare or two. Who out there has never lost an anchor?

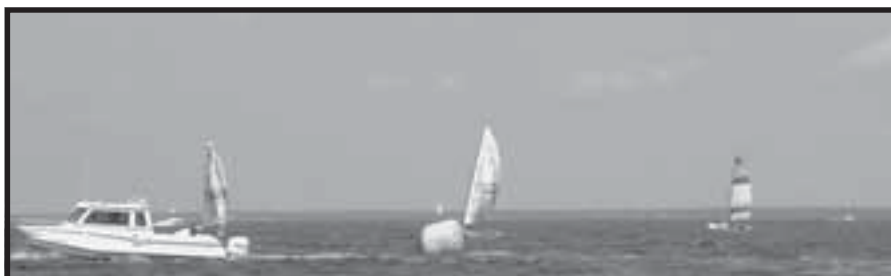
I like to leave the actual anchor and line requirements to the host club since they should be the most familiar with their water conditions and actual needs. There are preferences, such as mushroom anchors verses danforths, weights and chains; but that is a subject of another article.

The course board has caveats as well. What do you need to secure it to the Signal Boat? Does the Signal Boat have a suitable place to secure the course board? If you have to manually hold up the course numbers for each start will you have a body available to do this? These questions can be addressed on the Signal Boat the day of the race, but it would be nice to know ahead of time. I believe having input early on can help in making sure the proper gear is accounted for and in good condition prior to your arrival at the venue.

If you do not have input early on you will be stuck with what you get. In those cases just arrive early. I cannot say it enough, arrive early, and get all of your ducks in a row as soon as you can. Do not put off organizing the race equipment until race day if you can help it.

Continued on next page

**Mark Sontorelli and his crews,
making it happen in Division 11.
Photos courtesy of Rich McVeigh.**



From the Signal Boat...

continued from previous page

A set of code flags is something I have a desire to own but have yet to purchase. Prior to Rob Wagner hanging the Division 11 flags on poles, it was also left up to the host club to supply flag poles. Of all the regattas I have been PRO for over the last 5 years there are only a few clubs that had what I would call suitable poles for signal flags. At all the other sites, we would be scrounging for suitable, long, stiff objects onto which to tie flags. Well, a few years ago I went out and purchased a bunch of one-inch PVC and made my own poles. Now all I need are the flags and wire ties. Again, this is an area where early input is crucial to being prepared on race day.

I try to arrange for the Division 11 equipment to be present at any event I am running in order to try and eliminate as much of the equipment related issues as possible. One regatta where I cannot do that is The Madcatter, since Division 11 has a regatta that same weekend and the equipment is being used. In Division 11 we have a set of various color flags with the Hobie flying H on them that we use for class flags. When the new starting system was first introduced to Hobiedom, Fleet 204, host to The Madcatter, did not have "class flags." We discussed this early on and decided to go with number pennants for the individual classes. Granted, they had to go out and acquire them prior to the regatta but this is not something I would have wanted to face on Race Day morning.

The support craft and staff you have to work with at a regatta can have a very large impact on your overall preparedness. This is once again an area where early input can be of great help. Knowing ahead of time the types of boats and how many you will have allows you to plan your race administration needs ahead of time. For instance, will I have a gate boat and a pin boat or do I need to use the same boat for double duty on the race course? The answer to that question may lead to your decision as to whether the gate is in front of the Signal Boat or behind it. Personally, with one boat doing double duty, I will put the gate

in front of the Signal Boat.

The size of the Signal Boat plays a large part in determining how big your staff can be. I do not always believe the notion that the larger the Signal Boat the better is always accurate. I find it is more a case of how much working space the boat has. A boat with a large, flat, unobstructed deck is the best boat for me.

As for the Signal Boat staff; you can definitely have too many as well as not enough people. My ideal number is 6 people including myself but excluding the boat owner. I have run single start regattas, like the Alter Cup Eliminations with just two of us but I do not prefer it. Also, I do not like to include the boat owner to fill one of my required positions. I would rather have him be there and work with us by his choice.

The only real piece of the staffing puzzle I can attribute to being prepared is whether you have experienced volunteers or not. I have trained many people under the gun and continue to do so almost each and every regatta. Training can be simply instructing someone first hand in the fine art of raising and lowering flags. Or training can be a radio communication to a pin boat, explaining to them how to most effectively set the pin. In every type of racing except maybe

national/world events, you will be hard pressed not to have to train your crew in some fashion or another. Providing on the job training definitely adds to your ability to being prepared. On the job RC training needs to be done quickly and effectively, so as to have little noticeable affect on the day's racing.

I truly believe that being involved in the early planning stages of a regatta is vitally important to being a prepared PRO come race day. This early involvement brings you into the fold of the organizers. You will see first hand how much of your talents will be needed and tapped into, as well as being involved in determining needs and recruiting both equipment and people. Over the years I have developed a pool of people that have worked with me and I try to recruit them before the season begins, asking them their availability within my schedule. It has taken me a few years to be as readily prepared as I am to start on time and I am still learning. We all have to take our bumps and bruises along the way, for it is definitely a road well traveled.

*A nice ride for the RC
at the 2003 Pan Am Games.
Photo courtesy of the event website.*



2003 Guest Expert Program

More News from Syracuse

by Donna & Kevin Wilson, Fleet 204, Syracuse, NY

Here is an additional report from the 2003 Madcatter in Syracuse, NY. As was covered in the last issue of *NAHCA News*, Greg Thomas from the Hobie Cat Company in CA traveled to Syracuse, NY to give an outstanding GEP in Fleet 204 country.

Greg discussed training, goal setting, and getting around the racecourse. He geared his talk to Hobie Tigers but had plenty of practical tips for sailors of all classes. For example, on the start, Greg travels out rather than sheeting out because it is faster to travel in 2:1 blocks than to sheet in 6:1 or 8:1 blocks.

Greg started his talk by saying that there are no secrets. You need to spend time on the water and to train. Training includes drills with other boats, fleet racing, regattas, continentals, and worlds. He also recommended racing on big boats because, even though it can be boring, you learn a lot.



In addition, you need to watch the top guy in the fleet and adjust what you are doing. For example, after watching Matt Struble walk away with the 2002 Alter Cup, Greg adjusted his main sheet, outhaul, and downhaul to be looser and his boards to be a quarter of the way up.

In order to get to the next level, it is important to set goals. For example, a beginner's goals may be to sail the correct course and finish every race. A new A-fleet skipper may aspire to win a race at a regatta. An experienced skipper may set his/her sights on winning the regatta.

While rigging your boat, pay attention to what the weather is doing. Before first shape, give yourself plenty of time to sail the course and to observe the conditions: currents, winds, persistent wind shifts due to landmasses, buildings, or other obstructions, chop, etc. For example, is there more wind near shore? Also determine which side is favored. One option is to find a friend with equal boat speed. Sail on opposite tacks

for a fixed amount of time (three minutes minimum, longer is better). Tack over, and see who crosses in front. Repeat for downwind. Remember to get out early so you are not stressed.

You need to define the skipper's and crew's responsibilities for all parts of the race: start, middle, and end. For example, at the start, Greg's crew calls the time, their location on the start line, the location of key competition, and when to accelerate off the line. Meanwhile, Greg steers the boat, controls the speed of the boat, looks behind, and creates openings to leeward so he can bear off to create boat speed at the start.

Once you have determined where the line is and which end is favored, select your starting position (Start at the X below).

Pin ——— 1/3 ——— 2/3 ——— Signal Boat

X Pin favored line

XXXXXXXXXXXXXXXX square line

X Signal Boat favored line

With a pin favored start line, selecting a position at a third of the length of the line away from the pin will allow you to avoid the typical line sag (provided you know where the line is), and to start in clean air by avoiding the group fighting for position at the pin. The same idea applies to a Signal boat favored line. Note that this is a general guideline that may be overridden for tactical or situational (e.g. a strong current) reasons. Greg stressed the importance of not sailing in dirty air. [For more information about starts, see sections "Which end of the starting line is favored?" and "Starting Line Right-of-Way Rules and Examples" in Hobie University, which is online at www.hobieclass.com.]

For oscillating wind shifts, you need to consider both the angle and the frequency of the shifts. For headers less than five degrees, don't tack. Between five and ten degrees, consider tacking depending upon where you want to be on the course. For headers greater than ten degrees, tack. However, if the headers are occurring frequently (e.g. every two minutes), don't tack on each header. Consider tacking on every second or third header.



Women's Racing

by Heather Morrison,
NAHCA Women's Representative

This summer has been packed full of regattas. My husband, Stu, and I have been traveling around the Midwest participating in some great racing (those Midwest sailors dish up some tough competition!).

I'd like to tell you about a few women sailors who have contributed to the world of sailing and racing. In June, the MidAmericas Area Championship proved to be one of the biggest regattas of the season. At many of these regattas, top racers offer their knowledge and skills to some of the new blood coming into the sport.

Sheila Holmes spent a large part of Saturday morning sharing her tips and secrets to help beginning racers. She discussed starting and tactics, and answered questions. Sheila feels this is a way she can give back and help out with the regatta in a small, but important, way.

I know she is a positive influence because I heard a few racers quoting Sheila by the end of the day as they tuned their boats for racing. Thanks, Sheila, for your dedication. You are a great role model for women racers. Let's not forget she also puts on a great Shegatta event in the fall!

I've also had the opportunity to make some new women sailing friends and one of those includes Tiffany Beckwith. Most of you know her as John Tomko's crew on the Hobie 20 for the last couple years. She impressed me when I learned that she also crewed for John during the four-day, long-distance, Great Texas race (South Padre to Galveston) in May. Most notably, she was the only female to participate. So I took some time to ask her a few questions about her experience.

Tiffany had only been on the Hobie Tiger a few times before they raced the Great Texas race. As far as physical training, Tiffany is a nurse so that keeps her in shape along with her extensive racing schedule. The first two days



Above: Tiffany Beckwith, crewing on a Hobie Tiger, ready to hit the beach on Day Three of the Great Texas Race. Photo courtesy of John Healy.

Right: Sheila Holmes shares her racing tips with new sailors at the MidAmericas Area Championship. Photo courtesy of Heather Morrison.



(longest days) they were on the water between eight to nine hours. The third and final days were shorter and they were on water between three and five hours.

I asked Tiffany what was the most exciting part of the race. She said, "I think that finishing on the last day, with everyone at Cat Alley cheering us across the finish, knowing that not only had I competed and finished the race, but we had also won, was the best moment. Another exciting moment is when we had a tight spinnaker reach to clear a jetty. We made it, but barely."

I asked Tiffany what was the most difficult aspect of the race. She replied, "By far the most difficult part of the race was having to constantly clear the dagger boards and rudders of seaweed. Due to a particularly heavy season this year it offered a challenge to all the teams. We literally cleared the blades about once a mile. But I had to come off the wire and clear them then get back out-fast, and keep the spinnaker trimmed the whole time."

Tiffany also gave some great advice to those women who want to enter a long distance race in the future. Tiffany commented, "Never doubt yourself or your

abilities. If you have the drive and the mindset- go for it. I don't think that it matters if you're male or female for such an event, it's more mental toughness and determination." Tiffany decided she wasn't going to give in to the physical strain of the race. Maybe growing up with four brothers helped her develop that drive. She was always trying to prove that being a girl didn't matter in competition. I think Tiffany has proven that!

Lastly, but certainly not least, I would like to mention an accomplishment of a young, talented female skipper. Marie Appel participated in the US Youth Multihull Championship at Fort Walton Beach, FL in June to try to qualify for the ISAF Youth Championship. Marie and her crew, Mike Iames, didn't make the cut (a half point out), but the experience was unbeatable. Seven other young female sailors participated, and all should be proud.

My husband and I are gearing up for the Hobie 20 Continentals at Pensacola, FL. Then I turn around and head to Delaware for the Women's 16 Nationals. I'll bring you a full report in the next issue of the *NAHCA News*. See you on the starting line!

Hobie Youth News

2003 British Columbia Youth Championships

May 24-25, 2003 Kelowna, BC, Canada

by Ron Rubadeau, Fleet 263

In a provincial first, 18 catamaran sailors participated in the 2003 British Columbia Youth Sailing Championships. Held in Kelowna, BC, on May 24-25, these 18 young sailors, in five Hobie 16s and four Hobie Waves joined 60 other sailors in Optimists, Bytes, Lasers, Radials, Laser IIs, 29ers, and 420s.

Youth sailing has typically been confined to monohulls and boats that closely resemble the training craft in learn to sail programs. In a bold move to change the competition tradition, sailors from Comox, BC (Vancouver Island) and Kelowna were encouraged by adult mentors to try something a little different. As a result, a new form of racing expression has been provided for young athletes who always seem anxious to be on the cutting edge of extreme.

While the racing was light and shifty, the nine boats with sailors ranging from 13 to 18 years, proved they could hold their own both tactically and in terms of boat speed. And when the wind really came up (after dinner, of course!) the Hobie 16s loved using the upended 29ers for rounding bouys in impromptu racing.

In the racing world, boats come and go almost as frequently as Oprah's weight. Catamaran sailing though looks like it has a strong foothold in the Northwest. Several monohull competitors expressed interest in trying this latest addition to the Youth Sailing fleet.

This event was generously Hosted by the Central Okanagan Sailing Association.

*Hobie Youth at the 2003 Great Sacandaga Regatta in NY.
Photo by Stuart Crabbe, www.crabbe.ca.*



BC Youth Champs Final Results

Hobie 16

- 1 Andrew Robinson and Sarino Talbot
- 2 Eric Rothwell and Jennifer Gibson
- 3 Seamus Woodward-George and Ian Day
- 4 Kyle Duncan and Jeanna Duncan
- 5 Tyler Churchman and Lance Egert

Hobie Wave

- 1 Alex Storkey and Trent Freeman
- 2 Jean-Luc Bonde and Murray Helmer
- 3 Arlen Sutherland and Colin Storkey
- 4 Megan Phillips and Derek Knight

HOBIE YOUTHS SET CATAMARAN SAILING MARK

Sean McQuilken of Niantic, CT and Kevin Fowler of Oxford, CT successfully competed in the New England 100 (mile) distance race in 2003, placing ninth of eleven based upon corrected time. This was quite an accomplishment as it has been five years since a Hobie 16 has completed this event - at any skill level. In addition, they are the first Youth team to complete the course in its fifteen-year history.

This sailing race is for 16-20 foot catamarans. It begins in New London, CT and ends in New Bedford, MA with an overnight stopover in Rhode Island. As many as 50 boats have competed in this annual event. The competitors have impressive resumes.

Among the leaders are current North American Champions in multihull classes, Worrell 1000 and Tybee-500 veterans, and a member of the sailing team that set the PlayStation Trans-Atlantic record.

Sean & Kevin attend the Sound School in New Haven, CT and both are members of the sailing team.

Sean races his Hobie 16 in Division 12 regattas (sans spinnaker), and has been recognized for sportsmanship, notably stopping racing to assist other sailors in distress.

Hobie Youth News

US SAILING Hoyt-Jolley Cup

July 10-13, 2003 Fort Walton Beach, FL

by Marie Appel, Divison 16, Fleet 204

The Hoyt-Jolley Regatta is the USSAILING Youth Multihull Championship. The top US team, meeting eligibility requirements, will represent the US at the 2004 World Youth Multihull Championship in Poland.

My mom and I left at 6 a.m. on the Thursday before the event. From Hancock Airport in Syracuse, NY to Ft. Walton Beach Airport, it was a long flight but I couldn't even sleep. I was too excited.

As soon as we got out of the extremely air conditioned airplane, we began to thaw in the sun. I was so happy to finally be at the event. I had been dreaming about it for the past 3 months, ever since I got the letter from Hobie Brands International saying that they would sponsor me and my crew, and that we could actually go to the event.

Mr. Langford, whose wife Carole was the Housing Committee Chair, greeted us. He brought us to the yacht club where we immediately started building boats, and where I met up with my crew, Mike James, who had driven down from his house in New Jersey. Once we were done, we got to take the brand new boats for a spin. They were so fast, new and perfect!

I knew some of the kids from the Hobie Youth Continentals at the MEGA last year, but the rest of the faces were new to me. There were so many different types of sailors there. Some race Hobies, some race other cats, and some even race only monohulls and had only been on a Hobie once or twice.

On Friday, we had a race clinic. Somehow, my mom ended up teaching the capsizing portion of the seminar. Then the rest of the clinic was taught by Jamie Livingston. We test



sailed again after the seminar, then we came in to meet the Race Committee, found out our race schedule, and ate dinner. Mike and I ate with Boy Scout Troop 22 from FL. They were so much fun and they even taught me to play hackysack afterwards.

We were the first race the next day so right after a quick breakfast at Whataburger, we were at the yacht club by nine. We raced and ended up with what would be our best finish of the regatta, a second.

We did pretty well for the rest of the regatta, had some fun in a storm, played king of the raft with a bunch of the competitors, and ended up taking sixth overall. The Mexican team took first and the Puerto Rican team took second.

Mike and I figured that meant that the top US finisher would be going to the Worlds in Gdynia, Poland. However, Art Stevens, the Event Chairman, personally showed us the order of eligibility for the Worlds.

The top two US finishers were too old to go to the Worlds. That meant that the fifth place team (Harry and Tommy) was going to Poland, and with us being in sixth, it also meant that we were only a half point (in our average) off going to the Worlds. I was so happy to hear that.

I totally surpassed my goals for the event. I learned so much and had so much fun. I hope I can go next year!



Top: Marie Appel and Mike James.
Right: Mimi Appel demonstrates righting procedures during a clinic at the event.

Photos courtesy of www.ussailing.org.

Hobie Youth News

US SAILING Hoyt-Jolley Cup

July 10-13, 2003 Fort Walton Beach, FL

2003 US SAILING HOYT JOLLEY CUP Final Results

Pos	Skipper/Crew	ST	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	Score	Average
1	Jorge Murrieta Andres Manzano	MX		1		(2)			1	1	1		4	1
2	Francisco Figueroa Fabiola Mustafin	PR	1			1		(2)			2	1	5	1.25
3	Bret Sullivan Samantha Simon	NJ	(4)		2			1	2	2			7	1.75
4	Rufus Loe Edward Conrad	LA			(6)	3	2		3			3	11	2.75
5	Tommy Fruitticher Harry Newkirk	FL		(4)			3	3			4	2	12	3
6	Marie Appel Mike James	NY	2			4	(5)			3		5	14	3.5
7	Bryan Baird Tim Wallace	FL	5	2			1		7			(9)	15	3.75
8	Max McCann Adam Hambleton	FL		5	1	(6)		4			5		15	3.75
9	Frank Burns Jennifer Innwood	MI	3		4			(6)	6			4	17	4.25
10	Joshua Rosenbaum Fred Moffat	FL		(6)			4	5	5		3		17	4.25
11	Will Bedenbaugh Haden McBeth	FL		3		5	(6)		4			6	18	4.5
12	Timmy Zenderman James Zenderman	FL			5		7			4	(8)	7	23	5.75
13	Alek Hoffman Jason Opie	FL		7	3			7		(10)		8	25	6.25
14	Lauren Bobek Sarah Bobek	FL	7	(10)	8					5	7		27	6.75
15	J.R. Serrato Samuel Baird	FL (WDR)			7				8	6	6		27	6.75
16	Matthew Seaton Brandon Prigdon	FL	6			7	8	8			(10)		29	7.25
17	Jessica Opie Daren Hoffman	FL	9			8	9	(10)		7			33	8.25
18	Zack Marks Jonathan Seaton	FL	8	8	(DNF)				10	8			34	8.5
19	Grant Broeker Ben Temeyer	FL		9	9			9		9		(10)	36	9
20	Wendy Hoffman Katelyn Bobek	FL			10(DNS)		10		9		9		38	9.5

Hobie Youth News

US SAILING Hoyt-Jolley Cup

July 10-13, 2003 Fort Walton Beach, FL

**Mexican Team Wins The Hoyt-Jolley Cup
for US SAILING's Third Annual**

Youth National Multihull Championship Regatta



by Jim Baughman, FWBYC

"I began sailing with my dad when I was four," says 17-year-old Francisco Figueroa of Rio Piedras, near San Juan, Puerto Rico. His father, a governmental computer services manager, sailed a Venture 23 with the family for many years. Francisco, who will attend the University of Puerto Rico this Fall, is skipper of his Hobie 16 team. He and his crew, 13-year-old Fabiola Mustafa of San Juan, both homeport at Ponce Yacht Club. Fabiola knows Hobies. Her father, a corporate marketing director, sails a Hobie16.

17-year-old skipper Jorge Murrieta began sailing at the age of 9. He and crew Andres Manzano, also 17, sail out of Club Nautico Avandro on Lake Valle-De-Bravo in Mexico City, Mexico. Murrieta's father manufactures several models of small boats and imports others for his dealership. In fact, he is also the Hobie dealer in Mexico City. Murrieta has sailed in a number of competitions over the years in southern California and Texas.

**Top: Jorge Murrieta and Andres Manzano,
first place finishers.**

Right: A start at the event.

Photos courtesy of www.ussailing.org.

It is awe-inspiring to stand quietly aside, to watch and listen as 40 young sailors, from far different home ports, interact as if they'd been good friends all through high school. Their poise, self assurance, and sensibility says a great deal for the value of youth sailing and racing competition in the building of young character.

Actually, they gathered at the Fort Walton Yacht Club in Fort Walton Beach on Northwest Florida's magnificent Emerald Coast, hailing from ports as far away as Fenton MI, Syracuse NY, Sandy Hook NJ, Mexico City, San Juan, New Orleans, as well as Miami, Jacksonville, and several cities on Florida's Emerald Coast. What brought them was US SAILING's 2003 Youth Multihull Championship for the Hoyt/Jolley Cup, sailed July 10 - 13.

The Fort Walton Yacht Club is one of the finest sailing and racing locations in America's southeast. It has been, and is presently, scheduled as the site of a number of key national regattas. The Emerald Coast cities of Fort Walton Beach and Destin, acclaimed as America's New Riviera, have become widely known as exciting vacation destinations with miles of high-rise beach front condos and hotels, varied entertainment in addition to deep sea fishing and yachting, excellent restaurants, and an intriguing nightlife.

Moorings of the Fort Walton Yacht Club are in a quiet residential area, not far from amenities, and snugly sheltered on spacious Garniers Cove from broader bay waters.

Just a few moment's sail around Smack Point, however, put young contenders in wide spaces of Chocawhatchee

Continued on next page



Hobie Youth News

US SAILING Hoyt-Jolley Cup

July 10-13, 2003 Fort Walton Beach, FL

continued from previous page

Bay's western end where the Youth Multihull Championship was contended in a 10 heat series. The course, designed to challenge both windward and leeward sailing skills, was laid out in the Bay between the cities of Fort Walton Beach and Destin. Normally, July is hot and humid on the Emerald Coast with 10 to 15 knot southwest winds that blow unfettered from the Gulf of Mexico over narrow Santa Rosa Island, making the west end of the Bay exhilarating for racing sailors.

During this third annual US SAILING Youth Multihull Championship, the weather surprised with very light, shifty winds caused by looming thunderstorms, general cloudiness, off-and-on-again light rains, and several downpours.

The competition, administered by the Multihull Committee of US SAILING, was governed by Racing Rules of Sailing 2001-2004, Prescriptions of US SAILING, Hobie 16 Class Rules, and Sailing Instructions. The regatta was classified as a Category A Event in accordance with ISAF Regulation 20 and applicants met eligibility requirements for ISAF Regulation 21. Entrants must not turn age 19 during the year of the event. Each helmsman and crew must hold individual or family membership in US SAILING at the time of application.

One team from the third annual Youth National Multihull Championship was scheduled to qualify as the United States competitor for the 2004 ISAF World Youth Multihull Championship to be held in Gdynia, Poland.

Ten new Hobie 16 Class catamarans, provided by The Hobie Cat Company, were trucked from California to the FWYC under the direction of Hobie Cat's Dan Mangos. The event is limited to 20 teams and this year's regatta was fully manned, the 20 teams competing in round robin format. Management of the race was by a three person staff: Dan Mangos of Hobie, Regatta Chairman Art Stevens of US SAILING, and Phyllis Seaton, 2003 Fleet Captain for the FWYC. Visiting youth competitors were housed in the homes of FWYC members.

Saturday, the first day of the two-day series, turned out to be more contentious as far as inclement weather was

Top: Tommy Fruitticher and Harry Newkirk, will represent the US in France.

Right: A group of winners.

Photos courtesy of www.ussailing.org.



concerned. The five heats were marred by light, frustrating, shifty winds in the 6 to 7 knot range, low cloud, drizzle, threatening thunderstorms, and occasional deluges of rain. In fact Race #4 had to be recalled and delayed, because of rain so heavy it severely limited visibility across the course.

Francisco Figueroa and Fabiola Mustafa of PUR grabbed an early lead with a first place finish in the first race. Marie Appel (NY) and Mike Iames (NJ) claimed second, Frank Burns and Jennifer Innwood of MI were third, Bret Sullivan and Samantha Simon of NJ fourth, with Bryan Baird and Tim Wallace of FL in fifth place.

Continued on next page



...to establish and promote the highest standards of Hobie Cat sailing / racing...

Hobie Youth News

US SAILING Hoyt-Jolley Cup

July 10-13, 2003 Fort Walton Beach, FL

continued from previous page

Jorge Murrieta and Andres Manzano of MEX demonstrated their command of light airs by gaining a surprising lead over the rest of the fleet in shifty winds, finishing a solid first in the second race. They went on to place second in Race 4, and first in Races 7, 8, and 9. Bryan Baird and Tim Wallace of FL moved up to second place. Will Bedenbaugh and Haden McBeth of Fort Walton Beach were third, Harry Newkirk and Tommy Fruitticher of Pensacola claimed fourth, while Max McCann and Adam Hambleton of Fort Walton Beach placed fifth.

The fourth race was begun in light drizzle, and at the end of the day five had been completed. "We'd hoped to get in six races today," said Race Chairman Art Stevens of US SAILING, "but with the weather we felt lucky to get in the five. That means we'll do five more on Sunday and have a 10 race series instead of the 12 we planned."

Sunday turned out a bit better. Though still plagued by light, shifty winds, there was much less rain, even a bit of Florida sunshine.

The sailing backgrounds of the teenage competitors is telling. Edward Conrad of New Orleans learned to sail with his brother in yacht club programs. John Rufus Loe of New Orleans has lived aboard a 50' sailboat with his family cruising the Caribbean... but he'd never raced a Hobie before. In Capac, MI Frank Burns' parents have sailed for 30 years. In Lake Fenton, MI Jenny Innwood's parents are members of the Catamaran Racing Assn of Michigan. Tom and Mary Baird of

St. George Island near Appalachicola FL brought four teams of sailing Boy Scouts. Their son Bryan skippered one team, son Sam crewed on another. Brandon Pridgen of Fort Walton Beach has been sailing for two years. Matt Seaton, now 14, started sailing at age 8 and has been sailing a family owned Hobie 16 for 2 years. The young man is quite a fixture around the Fort Walton Yacht Club since his father is on the club's board of directors, his grandmother the 2003 Fleet Captain and a Past Commodore.

As it turned out Race 9 became the deciding event with Murrieta and Manzano of Mexico, Figueroa and Mustafa of Puerto Rico, Bedenbaugh and McBeth of Fort Walton Beach photo-finishing across the line within seconds of each other. In final calculations of the ten races, only 0.25 points separated first and second places. In fact, the first three boats came in within 0.75 points of each other.

Jorge Murrieta and Andres Manzano of Mexico are Gold Medal Champions of the Hoyt/Jolley Cup for the 2003 US SAILING Youth National Multihull Championship. Francisco Figueroa and Fabiola Mustafa of Puerto Rico placed second, Bret Sullivan and Samantha Simon of New Jersey won third, Rufus Loe and Edward Conrad of New Orleans fourth, with Harry Newkirk and Tommy Fruitticher of Pensacola taking fifth place.

Newkirk and Fruitticher won official qualification to represent the United States in the 2004 ISAF World Youth Multihull Championship in Gdynia, Poland. First and second place winners of the National Regatta could not qualify because their homeports are outside the U.S. Third and fourth place winners will be past the age for official qualification for the World Youth event in 2004.

Left to Right:

Francisco Figueroa and Fabiola Mustafi, Second Place.

Bret Sullivan and Samantha Simon, Third Place.

Rufus Loe and Edward Conrad, Fourth Place.

Photos courtesy of www.ussailing.org.

Cal Jones Photographer ussailing.org/multihull/youth.htm



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Global Hobie Racing Updates

HOBIE YOUTH CHALLENGE 2003

The last race for the Hobie Youth Challenge 2003 was on August 2nd and 3rd in Knokke-Duinbergen-Belgium. After races in France, Austria and Germany, this weekend it was Belgium to see who was the best youth team 2003. It is really great to see how sailors develop in a season of sailing with good guidance from coaches and the enthusiasm of their parents. Thanks coaches and parents!

The sailing techniques and tactics of the teams improved a lot. It was a pleasure to see how French, Greek, Belgium, British, Austrian, German youth teams were challenging each other on the water and became good friends on shore. Ten Hobie Dragoon teams and 10 Hobie 16 Youth teams were competing in Mediterranean temperatures. Wind 1- 3 ft., very strong current, up to 2.5 knots, and 20 degree water temperature.

For the first time this season, so many Hobie Dragoon teams gathered. They have been trained by the Hobie sailors of the Royal Belgium Sailing Club. After 6 races Bram de Backer and Thomas Verelst won with 5 first places and 1 third place. Followed by Scott Serres-Hector Dubois second and Capucine + Charles Verstraete third.

Overall the Hobie Dragoon Youth Challenge winners 2003 are Sam Newton and Nicholas Tayler from Great Britain. They have won Weiden-Austria and Travemünde-Germany and are awarded with a year Hobie Youth Challenge free registration and a Hobie 16 Europeans pre-qualified spot in the Gold Fleet. Their coach, Brian Phipps, will take the award for them to Great Britain.

The Hobie 16 races in Belgium were combined with the Belgium nationals, so in total 34 Hobies were racing. After the first day it was Tom Phipps and John Cook (GBR) leading youth ranking. These 14 year old boys are racing from March till winter time and this summer had a chance to race all four Hobie Youth Challenge regattas. Tom and Jon

and the Greek team Stratos-Pavlos were both in close competition to win the overall Hobie Youth Challenge 2003. After the first day both teams were calculating many times their chances to win and what they should sail the next day. With calculators and many questions to sailors, talking on the mobile with Gavin Golby to get the best Hobie sailing advice and peace of mind, they went to sleep to see what the next day would bring.

A bit more wind, much more current and a very good sailing for Tom and Jon. They won the Belgium Hobie Youth Challenge after 8 races with in total 13 points. Followed by Simon Kearns-Ben Burns (GBR) with 25 points, and Stratos Kosmoglou-Pavlos Dimitriadis (GRE), who had 25 points and got third.

Overall Hobie Youth Challenge winners 2003 are Stratos Kosmoglou-Pavlos Dimitriadis (GRE), both 17 years old, with 64 points. They are followed by youth team Tom Phipps and John Cook (GBR), with 62 points.

Overall results were posted on August 6, 2003 on this website.

It was a great pleasure to organize the Hobie Youth Challenge 2003. I am very happy with the support of Club Nautique St. Rafael, Yacht club Weiden, Lübecker Yacht club, Royal Belgium Yacht club, all coaches, parents and youth sailors that made this challenge happen.

Next year I am going for a new Hobie Youth Challenge. Hope to see many more youth sailors out on the water. Keep in contact. By November 10th, 2003 the Hobie Youth Challenge 2004 will be posted on this website.

Train hard, enjoy sailing and keep on challenging!

Have a Hobie Day,
Ute Vrijburg

Executive Director European Hobie Class Association

NEW HOBIE 14 WORLD CHAMPION

Today in Travemünde, Germany we crown a new Hobie 14 World Champion, Thorin Zeilmaker from the Netherlands, 31 years after the first Hobie 14 World Championships in Hawaii. The Hobie 14, which introduced thousands of people to sailing and started the off the beach catamaran sailing craze, is still going strong. 67 sailors from 9 countries and 4 continents entered the 13th Hobie 14 World Championships.

We thank the gracious hosts Lübecker Yacht Club, the support of Hobie Cat Europe and Volker Lorenzen who was the driving force behind these world championships.

With an OCS hanging over his head from Race 3 onwards, Dutch sailor Thorin Zeilmaker proved that consistency was the key to success. With top ten finishes in 9 of the 11 races, Zeilmaker was able to produce consistent finishes in the light shifty conditions as well as the fresher breezes on the last day.

However, it almost came completely unstuck soon after the start of the last race. After getting a very good start and a good position out to the favored left hand side of the course, he tacked, jumped out on trapeze, only to keep going and fall into the water. Fortunately he was able to get one hand back onto the side of the boat before it capsized.

Pulling himself back onto the boat, it swung around and he had to put in two more tacks to get to the top mark, but still manage to round in 10th place. Even more fortunate for him was the fact that two of his closest rivals were just in front in 8th and 9th places. Zeilmaker stamped his authority on the event by winning the last race to win the event by a 12-point margin.

His Dutch compatriot Peter Manvis was not so fortunate in the last race, having a disastrous first leg, rounding the top mark towards the back of the

Continued on next page

Global Updates...

continued from previous page

fleet. Having moved to within 3 points of 2nd place with one race to go, this race would certainly have been his throw out race. Manvis decided to sail back to the beach, although his consistency throughout the other races assured him of a fourth place finish.

German sailors Frank Suchanet and Joachim Webener also sailed well on the last day, with this group of four not taking any risks and not wanting to be too far from their close rivals. The four could be seen close together all the way around the course, particularly in the penultimate race where they finished within boat lengths of each other in 3rd, 4th, and 5th positions.

Conditions on the last day provided the best wind for the event, with a solid 12 knots greeting sailors. However, as has been the case for the event, there were some big holes in the course and what would look like a strong position sometimes quickly evaporated. The course today was much closer to the shore with wind around the weather mark typically lighter and more variable than on the bottom part of the course.

However, this didn't seem to deter the top sailors, especially Thorin Zeilmaker, who always managed to find the right

*Spinnakers on Hobie 16s make for very interesting mark roundings in big air.
Photo by Pierrick Contin.*



Membership Update from Shirley

It won't be long until old man winter is back, along with all the holidays, Christmas and the New Year. Please remember that NAHCA membership is due and payable as of January 1, 2004.

A new classification for membership was introduced this past spring. In order to relieve foreign (non-US) sailors of the high cost of mailing outside of the country, and the poor rate of exchange these folks experience, the NAHCA introduced a Foreign Web Membership. This membership costs \$20 USD. It does not include a printed newsletter, but sailors are notified when the *NAHCA News* is posted on the website and can read the news there. While a few Canadians took advantage of that option in 2003, it is hoped that spreading the news will help more sailors enjoy the benefits of membership in 2004.

At the time this issue went to press, we had 934 members for 2003. Send us your suggestions on how we can build our numbers. Great ideas may be printed in a future issue of *NAHCA News*.

side of the course, or that extra bit of breeze. Even a brief swim couldn't shake him and prevent him being crowned Hobie 14 World Champion - the first ever Dutch Hobie World Champion in 30 years!

14 YEAR OLD BRITS TAKE THE STAGE!

Tom Phipps and Jonathan Cook from the UK confirmed their credentials as sailors to watch in the future as they completed their domination of both the Open and Youth Divisions of the Hobie 16 Spinnaker class. On their way to winning they managed to beat Gavin Colby, the current Hobie 16 World Champion as well as Mitch Booth, a dual Olympic Medallist and runner up in last year's Hobie 16 World Championships.

While the light conditions have obviously benefited the lighter sailors, their boat handling and consistency were the keys to their success. Both Colby and Booth were impressed by not only the skills of all the young sailors, but also their enthusiasm and willingness to learn.

Despite their dominance on the scoreboard, there was actually not much in terms of distance between the top eight boats of the fleet. The four British boats have obviously benefited from their training on the boats in the UK.

This event has been a resounding success and the youth sailors were excited to be able to sail against such top competition as Colby and Booth and were very appreciative of the help and supported by these world class sailors. Not many sailors at this level put this amount of effort back into developing the youth of the sport.

We look forward to following the development of these young sailors and seeing their progression over the next few years.

Full results, photos and article please look at www.hobieworlds.com.

RULE CHANGES

The IHCA Rules Committee have asked for comments on the proposed rule change to dagger board boats. The document can also be found at our web site www.hobieclass.com.

Have a Hobie Day!

David

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Continental and World Event Updates

by Lori Mohnney, IHCA Vice President & NAHCA Continental Coordinator

Well the summer is more than half over for a majority of us. NAHCA has sailed one Continental Championship (actually two Championships, for the 17s and 18s) in Lake Carlyle, IL in late June. From what I hear it was a great event, lots of wind and a great facility, with top-notch personnel all around! That's what I like to hear – POSITIVE COMMENTS!

The next events on tap are the Hobie 20 & Tiger Continentals to be held in Pensacola, FL with our host Kirk Newkirk of Key Sailing. Yes... I know, it is back to Florida again, but what a great place! There does seem to be more wind always for the bigger boats than those Hobie 16s so come on out and SAIL!! The event dates are September 15-19!

Finishing off the season is the Hobie 16 Women, Youth and Open event in Delaware. Bruce Andrews and company will have a great event. I am finally looking forward to being able to sail and not work an event – it will be interesting to see how much I really remember about sailing! This event is slated for the Women September 26-28 – Youth September 27 & 28 and the Open September 29-October 3. I'm sure we will have a great turnout since those that are in the top spots will pre-qualify for the upcoming 2004 World Event to be held in Mexico!

WOW – I wasn't sure what I had gotten myself into when I signed on to be the IHCA Vice President for North America! It's been quite an eye opener to say the least. I never have less than ten e-mails to read every evening (and this would be a light night of reading!) It is time consuming, but very exciting to look at things from a Global perspective. Our IHCA President Paul Ulibarri is quite a slave driver. It is amazing what his job entails, and I think we should all be proud of the representation he gives us in NAHCA all over the world. He truly knows his stuff!

The Worlds next year, to be sailed in the Mayan Riviera, one hour south of Cancun, Mexico, will be spectacular! The effort and attention to detail that is being put into this event will definitely show when the sailors arrive. Our on site hosts (Alberto Ponce and Rodrigo Lopez) are top notch! Alberto has taken every item he has not liked about other World events he has attended and made a list of "things that I don't want done" or "things I DO want to happen!"

It has been a pleasure working with them and for those that will attend it will truly be a memorable event. It is truly an IHCA TEAM effort to put on a World Event. David Brookes must also be commended for his dedication to this sport – it is amazing!

So get out and SAIL HARD at the Hobie 16 event for those pre-qualified slots. However, if you don't qualify head down anyway to qualify on site. The rates that we are being given by the Resort (Barcelo Beach Resort) are great! Even if you don't end up making the cut it will be the place to be in May 2004! Visit the Hobie Worlds web site at hobieworlds.com!

See you in Delaware!

2004 Hobie 16 Worlds Prequalified Allocations

As of press time final details are still being working out, however the Class intends to allocate at least one prequalified position by petition. This position is only open to Class members residing within North America.

Interested sailors should submit a petition, including a sailing resume. Petitions should be submitted to Class Secretary, Bruce Andrews, no later than November 15, 2003.

A complete breakdown and details of the prequalified allocations will be available during the 2003 Hobie 16 Continental Championships and published in a subsequent issue of the *NAHCA News*.

The NAHCA needs you!

Have you ever thought you might like to help out but didn't know how? Well, here is your opportunity. The NAHCA has openings in a number of volunteer positions, and we need your help. Currently we are in need of an Assistant Newsletter Editor, Assistant Webmaster, GEP Coordinator, as well as help in membership recruiting and our Youth program.

The Hobie Class is a volunteer organization administered by the sailors. We cannot continue to be successful without the continued support of the membership. If you feel you can help out in any of the areas above please contact Rich McVeigh.

2003 Sand Snake Regatta and GEP

May 23-25, 2003 Lake Maumelle, AR

by Kim Edmonds, Hobie Fleet 241, Little Rock, AR

Whether you're a sailing newbie or an old salt, you can always improve your game with the Hobie Guest Expert Program (GEP). Competitors from AR, TN, TX, OK and KS discovered the GEP's hidden value at Fleet 241's Sand Snakes Regatta, May 23rd-25th. The program and regatta turnout were so successful that we're hoping to host GEP events again.

As we started planning this year's regatta, my husband and Fleet 241 Captain, Bob Edmonds, decided to explore the official Hobie Guest Expert Program with Mimi Appel and Kathleen Tracy. Together, they organized this unique learning event for Memorial Day weekend. Luckily, our GEP of choice, seven-time national champ Wally Myers, was available to fly down from NJ for the holiday weekend in AR. Bobby and I followed Wally around the racecourse at the MEGA last fall and spoke with him briefly after the races. He was approachable, friendly, and of course, very experienced and conversant in Hobie Cat racing — a perfect GEP candidate!

We started the GEP Friday morning with 20 skippers and crew participating. Wally chose to start with a boat rigging demonstration using a new Hobie 16. As he rigged the boat, Wally talked through the basic principles, along with his own preferences, for batten tension, mast rake, shroud tension, mast rotation, squaring the boat, measuring rudders, and much more. He seemed to peak the most interest discussing the pros and cons of mast rake and dropping the traveler to prevent sheeting the main past the centerline of the boat. (For those of you who couldn't join us...a couple of hints: Wally carries a lot of mast rake, slightly toed-in rudders, and moder-



ate to heavy batten tension in all water or wind conditions).

With the boat fully rigged, we moved on to a chalk talk on racing fundamentals. Wally shared his own set of "must-haves" for winning races that he jotted down many years ago:

You need a well-tuned boat.

You need good boat speed. You must be willing to go fast.

You need good boat handling. You have to be able to maneuver around marks without thinking about things that need to be done on the boat.

You need to develop a smart sail plan before the start.

You need good tactics, learn the trends of the lake or sailing area.

You need to know how to get clear air.

You need to analyze the situation you're in and what's happening on the course. You have to be really honest with yourself to know when you're ahead and when you're not, and when you need to do something different.

You need to have a clear understanding of the rules.

Wally covered each of the "must-haves" in detail during the talk, while a local videographer captured the entire program. If you'd like a copy, we have videos available for \$20.00 + shipping. Please visit <http://www.hobiefleet241.org> to see photos of the whole event and request your copy.

After a great lunch of burgers and dogs, we left the beach for on-the-water drills. We did about ten, 5-minute rolling starts, followed by four short-course races. Wally was strategically poised on the committee boat with a megaphone, and was able to give tips to the skippers as they sailed by. This series of drills was valued by all — the only thing we might have done better would have been asking Wally to jump from boat

Continued on next page

*Wally Myers and Kim Edmonds.
Photos by Shannon Rankin.*



2003 Sand Snake Regatta and GEP

May 23-25, 2003 Lake Maumelle, AR

continued from previous page

to boat during the practice starts, so each skipper might have benefited from first-hand experience of sailing with him. After the drills we enjoyed a delicious Fajita dinner and welcomed more late-coming racers. Saturday morning, official regatta racing came next...

Have you ever wondered what it would be like to sail with a seven-time national champion? Well, speaking of first-hand experience sailing with Wally, I was the lucky one to crew with him on a 2000 Hobie 16. In preparing for Wally's arrival, we couldn't find anyone with prior sailing experience to crew with him for the weekend, so we felt it more hospitable for me to sail with Wally, and Bobby to pick up the newbie. Bobby and I started sailing together in 1996, and I've never actually raced with anyone else, so this was truly a unique experience!

The winds were light to medium all afternoon, but we managed to get in four races. Afterwards, the other racers asked me what I learned and, honestly, it was mostly about awareness of the racecourse and other racers. Even sailing a borrowed 16, Wally's head was totally on the racecourse, never in the boat. He studies the position and potential of other boats and continuously drives to be the boat closest to the mark. It was most refreshing as he talked me through tactics he was considering, and then seeing how each tactic played out. His strategies paid, and paid well for Saturday's races — 4 bullets for Wally and me!

Wally joked on the way back to the beach that his home fleet makes him do Bullet Shots after winning races, but I'm a real light-weight, so I told him if he wanted me to race again Sunday, I'd have to beg off. No problem... Wally did Bullet Shots for both of us! Bob and I fixed our own wicked brews, and we all headed off to the big Saturday night party, featuring a Jimmy Buffet-like duet and lots of southern fried catfish!

Sunday's races were plagued with lighter winds, and Wally and I just weren't on for any of the starts. Yet as he sailed the courses, Wally cut through the fluky winds and made his way

back. I was amazed that even under such variable wind conditions, we always came back and managed to place well overall. Through the weekend, Wally and I, Martin and Jean Brown of Oklahoma, and my husband Bobby and pickup crew had good runs for the finish line, but Martin was all over his game Sunday, and he took home the bullets. On the boat, Wally told me he wasn't greedy and didn't mind taking a second now and then. So, in addition to being an expert sailor, Wally Myers is a respectable competitor as well!



At the awards ceremony, we presented Wally with a matted photograph of himself on Lake Maumelle's Hobie Beach to commemorate this 2003 GEP. We asked our regatta participants to sign the mat with their thoughts and "Thank-yous" for Wally's time, friendship and expertise. He seemed very appreciative of the gift and the opportunity to come to Arkansas to be our GEP.

Since that weekend, Bobby and I have refocused our sailing, combining a few of the "Wally" techniques with those of our own, for overall improved results... Now, if we can just find some W-I-N-D!!!



For more Sand Snake Regatta pictures, go to:
<http://www.hobiefleet241.org/regatta.asp>

2003 Sand Snake Regatta and GEP

May 23-25, 2003 Lake Maumelle, AR

2003 Sand Snakes Final Results

Hobie Fleet 241 Little Rock, Arkansas

Hobie 16

Pos	Skipper	Crew	Town	Sail	R1	R2	R3	R4	R5	R6	R7	SubThrow	Total
1	Wally Myers	Kim Edmonds	Ocean City, NJ	104633	1	1	1	1	2	2	3	11	3 8
2	Martin Brown	Jean Brown	Tulsa	102504	3	6	2	3	1	1	1	17	6 11
3	Chuck Blair	Cynthia	Little Rock	105079	7	2	4	2	3	7	2	27	7 20
4	Dan Jarrett		Tulsa	104649	5	4	3	5	5	3	9	34	9 25
5	Keith Newton	Valerie	Little Rock	100246	6	3	8	15	4	4	4	44	15 29
6	Armstrong			104736	4	7	7	7	6	9	8	48	9 39
7	Gillum			86496	8	10	9	9	8	5	5	54	10 44
8	Edmonds			105444	2	5	5	4	15	15	15	61	15 46
9	Page			100256	10	13	10	10	7	8	6	64	13 51
10	Vannoy			89204	11	14	15	11	9	6	7	73	15 58
11	Ragland			104636	9	8	6	6	15	15	15	74	15 59
12	Wilkes			89931	15	9	11	8	15	15	15	88	15 73
13	Parrish			92669	12	11	12	12	15	15	15	92	15 77
14	Hartley			94470	13	12	15	13	10	15	15	93	15 78

Hobie 17

Pos	Skipper	Town	Sail	R1	R2	R3	R4	R5	R6	R7	SubThrow	Total
1	Marsha Lodes	Memphis	6233	1	2	1	2	2	1	2	11	2 9
2	Mike Lodes	Memphis	6169	2	1	2	1	1	5	7	19	7 12
3	Greg Hamilton	Little Rock	5918	5	3	3	4	3	2	1	21	5 16
4	Wilkinson		5853	3	5	5	6	4	4	3	30	6 24
5	Fields		360	4	4	7	3	5	7	7	37	7 30
6	Sislow		5859	6	6	4	5	6	7	4	38	7 31



...to establish and promote the highest standards of Hobie Cat sailing / racing...

2003 MidAmericas NAHCA Area Championships

June 7-8, 2003 Lake Texoma, OK

by Laurie Cronan

Over the last 10 years or so, "Mid-America's" has earned a reputation as being "not just another regatta". This year was no exception. In addition to high-caliber competition and race management at the event, we had an excellent (free) "Intro to Racing" seminar, a huge raffle, great Saturday night parties, and this year a FREE "Kids Camp" for the spectator kids.

Many people arrive Thursday for this event to ensure a good camping space, kick back, and socialize with folks they often only see once a year at this event. It has become a "reunion" of sorts for some. By Friday evening, the place is getting busy in anticipation of the racing!

Saturday morning brought little/no wind. Unfortunately the best-made plans cannot control "mother nature" and this year the wind did not cooperate. Very unfortunate as this new location ensures big waves and great racing if/when the wind is up – maybe next year. However, many people took advantage of the waiting time and participated in the "Intro to Sailing/Racing" seminar conducted by Sheila Holmes – past Women's National Champion! Also – by Saturday afternoon the adults discovered the "Kids Camp" water balloons and a water balloon fight was soon underway!

During the daytime Saturday, for those kids on the beach, we had a FREE "Kids Camp". The kids enjoyed LOTS of candy/prizes in their goody bags, finger (body) painting, skitube rides, a scavenger hunt, arts/crafts, water balloon games, sand castle/art building, etc. The kids were worn out after a few hours of play ... and the adults who had to "sit it out on the beach" waiting for wind had some entertainment watching the kids. In fact, by mid-afternoon the adults "discovered" the water balloons and a new activity started to take everyone's mind off of the frustrating wind!

Saturday night brought out the music, DJ, limbo contest, and hula-hoops. After a wonderful BBQ dinner the party got rockin' and the water balloons and water "revenge" bucket started getting busy!

Sunday morning, after a 2nd day of breakfast cinnamon

rolls, the races did take place. Although it was light wind, everyone was glad to finally get on the water and race!!

In addition to the racing, socializing, raffle/games, etc. at this event we also make a focused effort to contribute financially to a charitable organization each year - one that benefits children.

Each year at this event, we have a HUGE raffle to raise funds for our charitable organization. All of the raffle prizes, including the grand prize of an all-inclusive trip to an Antigua water resort, are donated to our charitable organization. The sponsorship committee works about nine months out of the year to acquire these prizes to ensure that we can generate funds for the charity.

The last several years, we have been successful in keeping the regatta entry fees the same and making our contribution to charity based upon the raffle sales! This year was no exception as we raised approximately \$1000 to donate to the "Big Brothers and Sisters of North America".

In addition to giving money to the organization, we invite the "matches" (adults and kids) out to enjoy and participate in the fun for the weekend. We usually provide them with free lunches, drinks, water activities, etc. and they ALWAYS have a great time. For many of these kids it is the first (and maybe only opportunity) for them to go to a lake and participate in water sports ... so it is nice to be able to "share" our love and passion with them IN ADDITION to making a financial contribution.

We also had a separate KIDS raffle where we, again, had loads of great prizes donated including the grand prize of a Huffu bicycle! We put a cap of \$5 on the raffle tickets so all of the kids have a fair chance at winning. We saw LOTS of smiles and faces light up as we did the KIDS raffle drawings Saturday night during dinner.

In addition to all of the "fun", this year we had a little extra "work" in that we moved to a new location and had many many logistics issues/questions to resolve. However, responses back are that the new location is a winner as well! It had lots

Continued on next page



All MidAmericas photos by Laurie Cronan.



2003 MidAmericas NAHCA Area Championships

June 7-8, 2003 Lake Texoma, OK

2003 MidAmericas NAHCA Area Championships Final Results

Pos	Sail	Skipper	Crew	R1	R2	Total	Pos	Sail	Skipper	Crew	R1	R2	Total
Hobie 20							Hobie 17						
1	865	John Tomko	Tiffany	3	1	4	1	6438	Mike Lodes		4	1	5
2	859	Phil Collins	Bev	7	2	9	2	6345	Bruce Fields		1	4	5
3	866	Ted Cymbaluk	Kevin	4	7	11	3	6233	Marsha Lodes		5	2	7
4	430	Mark Ralph	Shelia	6	5	11	4	903	Jon Tiger		2	6	8
5	851	Rob Kollman	Sybil	8	4	12	5	6384	John Zinn		3	5	8
6	875	Valdek Kwasniewski	Renta	1	14	15	6	5918	Greg Hamilton		9	3	12
7	840	Robert Cummings	Linda	5	11	16	7	6346	Clark Smith		12	7	19
8	863	Stu Bernd	Ian	14	3	17	8	6436	Steven Wilkinson		11	8	19
9	836	Alan Davis	Amiee	11	6	17	9	6327	Gerald Umsted		10	9	19
10	871	Ron Knak	Kathy	12	8	20	10	82	Stephen Acquart		6	DNC	21
11	867	Scott Mathia	Karen	2	20	22	11	911	Drew Riddle		7	DNC	22
12	913	David Mimlitch	John	10	12	22	12	6165	Rick Pettit		8	DNF	23
13	853	David McDaniel	Cindy	15	9	24	13	5917	Kate McClure		13	DNF	28
14	798	Kenny McIntosh	Donna	19	10	29	14	6328	Victor Franklin		DNC	DNC	30
15	583	Mike Hardy	Janet	16	13	29	Hobie 16A						
16	885	Norris Palmer	Karen	13	16	29	1	89499	John Kuc	Chris	2	1	3
17	826	Heather Morrison	Stu	17	19	36	2	102504	Martin Brown	Jean	1	2	3
18	880	Chris Johnson	Margie	18	18	36	3	80525	Sean Tracy	Kathleen	4	4	8
19	876	Dennis McCredie	Marge	9	DNF	37	4	107577	Scott Loesch	Brent	7	3	10
20	895	Brian Walker	Anthony	20	17	37	5	104809	Neal Barkley	Nancy	3	7	10
21	715	Dale Meador	Nick	25	15	40	6	105444	Bob Edmonds	Kim	5	5	10
22	689	Tom Page	Nancy	24	21	45	7	102713	Ron McDowell	Anita	6	6	12
23	843	Mike Howser	Faye	21	24	45	8	104636	Matthew Ragland	Steve	11	8	19
24	744	Chris Holt	Jennifer	23	22	45	9	102622	Robert Eckles	John	8	12	20
25	586	Ahren Boettger	Kurtis	22	23	45	10	83392	Aaron Kinser	Paul	10	10	20
26	889	Shawn Hardlin	Karen	26	25	51	11	106727	Deb Olsen	Lisa	14	9	23
27	659	Mark Benge	Josh	DNC	DNC	56	12	102553	David Williams	Lynn	12	11	23
Hobie 18A							13	102863	David Robinson	Ana	9	DNF	25
1	15894	Randy Yurinak	Theresa	1	1	2	14	57305	Jimmie Smith	Rita	13	13	26
2	16759	Stephen Cooly	Judy	2	2	4	15	100137	Karthik Ranganathan	Russell	15	14	29
3	52531	John Donnie	Linda	5	4	9	Hobie 16B						
4	15974	Robert Hecht	David	7	3	10	1	94470	Roger Hartley	Lynn	1	4	5
5	13832	Chad Foscue	Chip	4	6	10	2	460	Jerry Lojka	Karen	4	2	6
6	15924	Gary Godbold	°	3	DNC	11	3	87079	Donnie Autry	Author	5	3	8
7	15923	Sam Baker	Lil	6	5	11	4	58836	Doug Gable	Kim	DNC	1	10
Hobie 18B							5	104750	Shea Woods	Rolf	2	DSQ	11
1	200003	Corey Betts	Mike	1	2	3	6	63023	Eric Hunter	Brian	3	DNC	12
2	8418	Roger Vester	April	5	1	6	7	86966	Mark Vester	Wesley	6	DNC	15
3	15976	Bob Piper	Steven	4	3	7	8	82497	Mike McNeil	Kristen/Kelly	DNC	DNC	18
4	13573	Bill Lawrence	Casey	3	4	7	Hobie 14C						
5	12737	Shannan Lynes	Dana	2	DSQ	8	1	39660	Franchette Hampton		1	1	2

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of shady camping (free tent camping), hot showers, and an excellent sandy beach for the boats. Couldn't ask for much else! It was a new logistical problem but all worked out well.

So – NEXT YEAR don't think twice about coming to "Mid-America's". It is a great value for your racing dollar. The racers, typically, receive breakfast both mornings, lunch both days, dinner Saturday night, (free) tent camping, a few "freebie" raffle tickets, t-shirts, excellent trophies, etc. for their registration fee that is generally in-line with other regatta fees. We generally have over 80 boats, great competitive racing, and an awesome social time as well!

It is NOT "just another Regatta..."



...to establish and promote the highest standards of Hobie Cat sailing / racing...

2003 Hobie 17 and 18 NAHCA Continental Championships

June 23-27, 2003 Carlyle, IL

By Dan Ward, Princeton Junction, NJ

Driving west on Route 70, we turn south on Route 127. Only a few more miles to Lake Carlyle, IL. The land is as flat as a pool table, this is farming country. Barns and farm houses, corn fields, tractors and farm equipment. I'm feeling a bit conspicuous towing a catamaran out here. How could there be a lake nearby?

Kathy and I comment on how odd it feels to be here in plains country looking for a championship sailing regatta. Another 20 minutes and we arrive at the Carlyle Sailing Center in Hazlet State Park. There really is a lake — a very respectable 26,000-acre lake!! We also find a state-of-the-art facility with a thriving sailing community, topped off with good Midwestern hospitality. We immediately knew that this was indeed a great site for the championship regatta.

It's Saturday afternoon and the boats are rolling in from far and wide. The Canadians show up in force. One notable absentee is Paul Garlick. Kathryn Garlick offers some excuse for him, something about work. There is the usual hum of pre-regatta activity: rigging, weighing, registration, seeing friends and getting orientated.

Sunday morning there is more of the same, but in the afternoon we are invited to use the club's regularly scheduled races as our practice races. I'm leading the fleet in the first practice race on Sunday afternoon. As I approach the finish line, the old sailing adage is running through my mind, "It's bad luck to win the practice race." Dan, don't do it! Dan, go around the line... Dan! Dan! I sail through the line.

Sunday evening, some of the guys are cruising the drag in downtown Carlyle. They spot an ice cream shop. Knowing that Jim Glanden is seriously addicted to this decadent frozen dessert (Jim knows where to find the best ice cream at any regatta site), the guys figure they'll share their discovery. Of course, Jim is way ahead of these rookies.

The weather is beautiful on Monday for the start of racing; the wind was light but adequate. There are however big shifts which seem to me very unpredictable. Judging by the way the points were piling up, I'm not the only one having trouble figuring it out. Mike Lodes, Bruce Fields, Ron Walter and Dan Borg are among the sailors with both very good and bad races.

If you picked the correct side on the first leg, you had a good race. If you were wrong, it was a struggle to get back into contention. Greg Rabon sent me a note when he heard I would be writing this article, suggesting that I mention how strange it was that you could find better wind by sailing beyond the port layline and going closer to the eastern shore. Really Greg! Thanks a lot buddy.

Every participant in a regatta has a story; and it's not possible to include all of them here. However, we do have two special persons who are very much worth mentioning. At 78, Milt Dinhofer is the oldest Hobie 17 racer in the country. He keeps coming back year after year, and always with a smile. Did you know that Milt invented the toy "Barrel of Monkeys?"

Then there is Jon Tiger. Jon has a medical condition requiring that he sail with a self-contained oxygen device strapped to his body. In the parking lot of the hotel, Jon tells me of the frustration and difficulty he experiences when dealing with heavy air conditions.

These guys are unsung heroes of our sport. We very much appreciate Milt's good natured fortitude and Jon's courage.

Continued on next page



2003 Hobie 17 and 18

NAHCA Continental Championships

June 23-27, 2003 Carlyle, IL

2003 Hobie 17 North American Continental Championships

Final Results

Pos	Skipper	Hometown	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	R15	R16	R17	Pts
1	Greg Raybon	Shrewsbury, NJ	4	4	3	17	6	8	9	29	9	5	6	7	3	3	1	14	2	101
2	John Sherm	Wilmington, NC	2	1	1	19	18	25	5	2	3	10	12	5	2	5	4	DNF	3	117
3	Matt Bounds	Commerce Twp, MI	OCS	15	24	4	21	9	16	12	1	2	2	1	1	1	8	1	4	122
4	Jim Glanden	Newark, DE	15	9	8	11	30	1	2	7	7	3	13	11	7	4	9	9	6	122
5	Dan Borg	Mississauga, ON CAN	6	5	5	2	10	11	3	11	5	15	11	16	17	10	3	6	24	136
6	Daniel Ward	Princeton Jct, NJ	1	29	OCS	13	OCS	17	1	5	11	4	1	8	6	2	2	5	1	142
7	William Jeffers	Sodus, NY	19	8	14	7	8	23	10	3	2	1	7	17	12	9	18	8	7	150
8	Ron Walters	Whiteville, NC	9	2	4	5	19	4	18	1	16	20	4	14	10	11	15	18	15	165
9	Ed Nolen	Engelwood, NJ	16	14	18	15	5	18	4	26	14	21	23	2	5	6	10	2	12	185
10	Clive Warwick	Mississauga, ON CAN	5	7	20	8	12	24	11	16	17	24	3	6	13	21	13	12	5	193
11	Lynn Olson	Chattanooga, TN	11	3	7	OCS	4	16	7	9	23	16	9	13	21	15	DNF	19	11	220
12	Bruce Fields	Rogers, AR	3	26	25	23	1	34	21	15	6	12	14	9	4	7	12	DNF	9	221
13	Mike Lodes	Memphis, TN	24	13	28	1	11	14	14	8	4	DNF	5	28	14	18	14	17	18	231
14	Stephen Acquart	San Antonio, TX	8	17	15	25	29	20	6	14	12	14	24	21	15	12	5	7	16	231
15	Garland Ayscue	Henderson, NC	10	12	22	6	3	26	8	17	28	13	21	10	8	25	OCS	13	14	236
16	Bill Kast	Nazareth, PA	12	33	13	26	24	6	24	24	19	7	16	22	18	8	6	3	10	238
17	John Liefeld	Guelph, ON CAN	7	23	2	14	15	5	19	25	21	19	18	12	11	DNF	DNF	16	17	260
18	Mark Amico	Pittsford, NY	OCS	19	OCS	29	26	10	12	20	15	22	19	4	26	16	7	4	13	278
19	Jon Sheridan	Nashville, TN	25	6	16	3	7	19	OCS	4	22	17	DNF	3	16	24	26	DSQ	27	287
20	Chris Ufton	Brampton, ON CAN	30	32	27	20	9	15	33	6	8	27	8	15	20	20	17	22	19	295
21	Gerald Blom	Charlottesville, VA	20	21	12	18	27	7	29	23	13	11	32	20	9	23	11	28	23	295
22	Kathryn Garlick	Terra Ceia, FL	13	18	10	9	14	21	32	27	20	8	15	24	25	22	OCS	11	26	295
23	Bruce Williams	Kalamazoo, MI	21	27	9	OCS	22	2	15	18	10	25	DNF	23	23	14	DNF	15	8	304
24	Gary Richards	Hillsborough, NJ	14	11	6	28	17	28	20	19	18	29	28	19	22	30	20	20	20	319
25	Rick Pettit	Austin, TX	17	24	30	21	33	13	31	21	25	6	17	26	19	13	19	21	30	333
26	Jon Tiger	Wichita, KS	23	10	11	27	20	32	17	10	24	28	10	25	24	27	23	DNF	DNF	347
27	Marsha Lodes	Memphis, TN	32	31	17	12	2	12	13	22	29	33	29	33	27	33	28	24	28	372
28	Dave Stahl	Highland, IL	29	16	21	DNF	23	3	28	28	26	18	25	29	34	26	21	26	22	375
29	Greg Hamilton	Little Rock, AR	22	28	19	31	28	27	27	30	31	30	22	27	30	19	16	10	21	387
30	Joe Lapp	O'Fallon, IL	28	34	31	24	16	30	30	31	30	9	26	18	31	17	22	DNF	DNF	413
31	Thomas Kimmel	Mohnton, PA	18	30	32	10	13	DSQ	34	32	32	26	30	32	29	29	24	23	25	419
32	Dave Popp	Terre Haute, IN	33	20	33	OCS	25	22	22	13	34	32	31	31	33	28	27	25	29	438
33	Latham Souther	Springfield, IL	27	25	26	16	32	31	23	33	27	23	27	30	28	31	25	DNF	DNF	440
34	John Zinn	Memphis, TN	26	22	29	30	31	33	25	34	33	DNF	33	34	32	32	29	27	DNF	486
35	Milt Dinhofer	Bay Shore, NY	31	35	23	22	34	29	26	35	35	31	20	DNF	DNF	DNF	DNF	DNF	DNF	501

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On Tuesday, the conditions remain very much as they were on Monday. There is a little more wind, perhaps 12 knots, but the big unpredictable shifts are still present. In one race, I would find myself sitting pretty, and in the next, I was struggling to catch up. Jim Glanden goes from thirtieth in race five to first in race six.

They feed you well in Carlyle, Illinois. Breakfast is served every morning in the clubhouse. Everything you could possibly want is offered: eggs, cereal, muffins, fruit, and lots of coffee. We stopped racing for lunch every day. Marilyn Antonacci, Shirley Allen, and the kitchen crew came up with a different lunch each day; it always hit the spot.

Continued on next page

Opposite page: Marshack vs. Marshack in the Hobie 18 class.

Right: The author chatting with the RC.

All photos courtesy of Felicia Bamer.



...to establish and promote the highest standards of Hobie Cat sailing / racing...

2003 Hobie 17 and 18 NAHCA Continental Championships

June 23-27, 2003 Carlyle, IL

continued from previous page

Our dinners were equally as diverse and delicious, and a great awards banquet topped off the fare at the end of the week. They also parked a beer trailer in the parking lot, dispensing good Amber Bach and Michelob Light 'round the clock, all week. The beer trailer quickly became a center for socializing.

I think just about everyone really liked the lunch break format. The break gave you a chance to rest, make repairs and socialize. Even with the lunch break Mike Walker and his crew still managed to run 17 races in 4 days.

Wednesday, the wind begins to build and Matt Bounds starts to roll. Look at Matt's scores for races 9 through 17: 1, 2, 2, 1, 1, 1, 8, 1, 4. Pretty impressive stuff. If it had blown hard all week, Matt would probably have been the Champion. I should mention that Matt's eighth place finish in race 15 occurred after his starboard porthole broke and he took on enough water to slow him down to a more reasonable speed. It was Matt's upwind speed that was particularly impressive in the breezy conditions. I could close on him a bit going downwind only to have him open it up again on the windward legs.

Next to the beer trailer the "Wobbly ball" game is set up. Wobbly ball is played very much like horseshoes. Instead of tossing horseshoes however, you throw a length of line with a golf ball at each end. Instead of a stake, the target is a short ladder-like structure with 3 rungs made of PVC pipe. The object is to get the line with the golf balls to wrap around the

rungs of the target. This game was an instant hit and it's proximity to the beer trailer didn't hurt either. Come to think of it, maybe it was the proximity of the beer trailer that accounted for so many wobbly balls getting caught in the nearby trees! For more information on this great game contact Bill Jeffers, commissioner of Wobbly ball.

Thursday afternoon, Race 16. John Sherm is locked in a very tight battle for the championship. John has sailed a solid regatta. He has been fast and avoided major mistakes. The wind is up to 18-20 and it's getting real rough around the gate as John races downwind. John's luck is about to run out, he slams into the back of a wave and pitchpoles. In a heartbeat, John loses control of his boat and the championship. John, we feel your pain!

Friday morning there is no wind. Mike Walker calls a skippers' meeting at the beach. Mike holds up \$50 and points to two buoys out in the bay. "The first boat to round those buoys and return to the beach wins this \$50. There are *no rules* and the race starts NOW."

Ron Walter's boat is the only fully rigged boat on the beach, sail up and ready to go. Ron runs to his boat intending to sail the course. Tom Kimmel and I jump on my boat, lay down on the bows, and start paddling furiously with our arms.

Continued on next page

*Jim Glanden (6337), John Sherm (6227), Matt Bounds (6406), Kathryn Garlick (5916) and Milt Dinhofer (6395), racing at the NAs.
All photos courtesy of Felicia Bamer.*

More event photos at: www.csa-sailing.org



THANKS TO THESE FLEET 123 AND CSA VOLUNTEERS!!!

Joe Kasperek
Felicia Bamer
Ted Beier
Mike Hill
Shirley Allen
Dave Stahl
Denny Taylor
Dave Leimbach
Karen Pauls
Dave Waugh
Pat O'Donnel
Sue Dudek
Brock Tufli

Latham Souther
Dave Waugh
Tom Pinkel
Heinz Dutt
Ed & Ruth Verch
Andrea Sepanski
Bill Clark
Ray Sepanski
Norm & Midge Karl
Karen Pauls
Marilyn Antonacci
Jim Holmes
Jennifer Malacarne

Rich Pendl
Shara Taylor
Linda Cherry
Carol Galbreth
Pat Swan
Peg Woodworth
Barb Mencin
Jim Mencin
Jim Disano
Craig Lincoln
Cliff Flath
Jeanette Beier
Gerald Donaldson

...to establish and promote the highest standards of Hobie Cat sailing / racing...

2003 Hobie 17 and 18 NAHCA Continental Championships

June 23-27, 2003 Carlyle, IL

2003 Hobie 18 North American Continental Championships Final Results

Pos	Skipper	Crew	Hometown	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	R15	R16	R17	Pts
1	Eric Marshack	Valerie Grocsz	Fairview, OR	2	1	OCS	2	1	2	1	1	2	1	1	2	2	1	3	1	1	24
2	Ken Marshack	Debra Marshack	Fairview, OR	1	5	1	1	8	1	7	2	3	2	4	1	1	2	1	2	2	36
3	Jim Sohn	Kristen King	W. Des Moines, IA	4	2	4	8	4	3	4	3	1	3	3	3	3	3	2	3	3	48
4	Stephen Cooley	Tom Mochette	Lakewood, CO	3	4	5	3	3	9	3	5	9	6	9	7	4	8	7	5	5	86
5	Steven Attard	Kristen Attard	Temperance, MI	5	3	3	6	7	7	5	8	6	7	2	DSQ	6	9	8	8	4	94
6	Kitsy Amrhein	Gordon Isco	Springfield, IL	6	6	OCS	7	2	4	10	4	5	4	5	11	9	4	6	4	9	96
7	Chris Johnston	Margie Johnston	Tyler, TX	12	10	7	5	5	5	2	7	4	5	14	4	5	5	5	10	7	98
8	David Raughley	Valerie Carey	Townsend, DE	7	7	2	12	9	6	6	10	8	10	6	5	8	6	10	9	6	115
9	Wendell Fouts	Matt Barkman	St. Peters, MO	8	11	6	4	10	10	9	6	7	8	8	9	7	7	4	6	OCS	120
10	Bryan Gill	Brock Tuffli	Kirkwood, MO	9	9	12	10	12	11	8	12	11	DNS	10	12	11	10	11	7	10	165
11	Rod Phipps	Cindy Phipps	Omaha, NE	13	8	9	11	6	8	14	11	10	9	7	6	13	12	DNS	DNS	DNS	169
12	Denny Taylor	Shara Taylor	Chesterfield, MO	10	13	10	9	11	13	12	14	12	11	12	8	10	DNS	DNS	DNS	DNS	193
13	Dave Leimbach	Kim Dortch	St. Louis, MO	15	15	13	14	15	14	13	15	DNS	12	11	13	12	11	9	11	8	201
14	Linda Cherry	Laura Stahl	E. Peoria, IL	11	12	8	15	14	15	11	9	13	13	DNF	10	14	DNS	DNS	DNS	DNS	209
15	Steve Banker	Gregg Banker	Herrin, IL	14	14	11	13	13	12	15	13	DNF	DNS	13	OCS	DNF	DNS	DNS	DNS	DNS	230

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It is soon obvious that there simply is not enough wind for Ron to sail. Tom and I are looking good as we round the first mark but then see Latham Souther paddling a kayak in the opposite direction. The kayak doesn't violate the rules — because there are no rules — but it is a clear violation of the spirit of the race!! Tom and I are deflated as there is *no way* we can beat a kayak.

However, as Latham nears the finish, Gerard Blom and others wade into the water to apprehend him, thus preventing him from finishing. Tom points and says "we have friends, we can still win this thing." Our spirits lifted, we paddle hard for the beach our arms aching.

Then something strange happens. "Our friends" are laughing and joking with Latham! They even help him pull the kayak up on the beach. Slowly the ugly truth dawns on us. Our "friends" have sold us out for a share of the prize money.

A fickle breeze develops after lunch and we head out for the final afternoon of racing. The course is set, I do my homework and conclude that the right side is clearly the way to go. I start right at the committee boat and tack for the right side. Kathryn Garlick, Dan Borg and several others have the same idea and come with me.

Halfway up the leg, the wind shifts 45 degrees to the left. Those of us on the right side can only watch as all the boats that went left tack early and lay the mark. Wrong again! This time however the shift is so great and persistent that the Race Committee soon decides to put us out of our misery and abandon all races. The 2003 Hobie 17 Championship is over.

Those of us who sail in Division 11 and know Greg Rabon well, are not surprised by his victory in Carlyle. Greg approaches racing with a level headed conservatism. He usually starts well, sails fast, and never leverages his position excessively. As a result, Greg stays in touch with the leaders and rarely goes down the drain. This was just the approach required to deal with the difficult conditions we sailed in. When John Sherm flipped in race 16, Greg took the lead for good. As John himself said in an email that circulated after the event, "Greg is a worthy champion."

On the drive home, it doesn't feel so strange to be out in the middle of all this farmland for a sailing event. I hope Fleet 123 will be encouraged by the success of this regatta and will agree to host more Continental championship level regattas in the future. It has a memorable regatta and we need to thank Jim Antonacci, and the Fleet 123 and CSA members for their hard work and hospitality. We also need to thank Mike Walker who drove down from Ontario, Canada to be PRO for the regatta and did a first class job, often under very difficult conditions.



...to establish and promote the highest standards of Hobie Cat sailing / racing...

REGATTA MATERIALS AVAILABLE

For NAHCA SSIs, go to
www.nahca.org

STANDARD REGATTA FORMS

Regatta Prep. Checklist,
Entry Forms,
Order of Finish Forms,
Regatta Score Cards,
Protest Forms

Available on
IHCA website
www.hobieclass.com.

FLAG AND COURSE STICKERS

Contact the
NAHCA Secretary,
Bruce Andrews
(see page 4)



*Above: Hobies playing at the Barnegat, NJ regatta.
Photo courtesy of Rich McVeigh.*

*Below: Hobie 16 with spinnaker package.
Photo courtesy of Jim Glanden.*



2003 Pan American Games

August 1-17, Santa Domingo, Dominican Republic

DIVISION 13 SWEEPS THE PAN AMERICAN GAMES

By Armando Noriega, Sr.

The Pan Am games were held in Santo Domingo, Dominican Republic from August 1-17. The sailing venue was the Boca Chica Yacht Club, about 25 miles from Santo Domingo. The beautiful open bay gave us excellent sailing conditions, sea breeze from 13 to 15 knots and six foot waves, starting every day about 11:00 A.M. until late afternoon.

Most of the countries of the American continent were present to sail Sunfish, Lasers, sailboards, Snipes, J-24s and Hobie 16s. The sailing competition lasted for seven days, for a total of 12 races among the top sailors of each country represented (one team per country).

Competition was very strong among the different teams until the last day, when most positions were defined.

The Puerto Rico team of Enrique Figueroa and his wife Carla sailed superbly, as always they do, and won the event.

The Mexican team of Armando Jr. and Pamela Noriega sailed very well and withstood the continuous attack of the Brazilian and Guatemalan teams.



Finally, the Guatemalan team of Juan Maegli Jr. and Andres Lopez beat the Brazilians in the last race to grasp the bronze. It is important to note that Juan is just 15 years old.

This event was a great achievement for Division 13 (Puerto Rico, Guatemala and Mexico) of the NAHCA. The three countries have been working hard to develop fleets and good sailors of Hobie 16, and they have been rewarded for their effort.

Below: Team Puerto Rico, on their way to an overall victory.

More event photos at: www.ussailing.org



2003 Pan American Final Results - Hobie 16 Class

Pos	Skipper	Crew	Nat	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	Total	Net
1	FIGUEROA E	MALATRAS C	PUR	(2)	(2)	1	1	1	1	1	1	1	1	1	1	14	10
2	NORIEGA A	NORIEGA P	MEX	(7)	1	4	2	2	3	4	2	(5)	2	2	2	36	24
3	MAegli JI	LOPEZ AA	GUA	3	3	2	3	4	(5)	3	3	2	4	(5)	3	40	30
4	ARNDT B	MENEGHELO R	BRA	1	4	(5)	4	3	2	2	4	4	3	4	(5)	41	31
5	SAUBIDET MF	PETERSON C	ARG	4	(8)	6	(8)	6	7	5	7	3	5	3	4	66	50
6	HESS P	HESS MA	USA	5	6	3	6	5	4	(8)	(8)	8	7	6	7	73	57
7	BORG D	XAVIER K	CAN	(8)	7	(8)	5	7	6	6	7	6	7	6	7	63	63
8	CABRAL C	ABREU A	DOM	6	(9)	7	7	8	(9)	7	5	9	8	8	9	92	74
9	KELLER J	GUTIERREZ A	CHI	(9)	5	(9)	9	9	8	9	9	6	9	9	8	99	81

2003 Pan American Games

August 1-17, Santa Domingo, Dominican Republic

Team USA Reports by Paul and Mary Ann Hess

Mid-Event Update

Hola Gringos,

We are solidifying a 5th, which means we need to do a lot better but we could also do a lot worse. Yesterday we had a horrible start in the second race - again - and ended up picking off an 8th and a 7th, and came a boat length of taking 5th from almost 300 yards behind at the windward mark.

Today we had a different philosophy for the first start but had to go to "Plan B" with 30 seconds to go. We ended up running down the line, getting the pin, and sailing into a dying breeze which no one else ran into. We should have tacked immediately when we saw the angles changing, said the coach.

Same thing happened to Lanee on the women's boards yesterday in the first race. Got to the top mark in 9th (last), bottom mark in 8th, went right which "never pays here", and ended up 6th at windward and 5th at the finish.

Next race we started at the committee boat, left both rudders down, and had Enrique (PUR) point like crazy and pin us. We footed out beneath him and Armando (MEX). Ended up fifth at the windward mark with GUatemala and BRAzil getting in ahead of us. Picked off BRA on the way down, caught up to MEX, PUR, and GUA in a clump by the leeward mark, got an overlap on GUA and rounded 3rd.

Then the J24s came down and kind of blocked our tacking choices. Ended up being picked off by BRA going back up top as we sailed into a relative hole (single trap) and circle route about 50 -75 yards below their line, and ended up 4th.

Yesterday we had a near fiasco at the leeward mark when we ended up rounding WITH the J24s!! We were chasing DOMinican Republic coming in and he decided to go around. So we jammed up inside a port tack J24 to get inside overlap while two or three were coming in on starboard inside two boat lengths with room. While in the J24 sandwich (remember their angles down wind are REAL close), we had an accidental gybe due to swirling winds, shadows, whatever. We recovered quickly, gave room and squirted out ahead of DOM leaving only sweat behind, no gel coat or fiberglass.

Learning a LOT about boat speed. This course is one way and really hard to make up time. Fortunately we fixed our boat speed problem yesterday, and now all we need is better starts.

Haven't been to other events yet. The other venues are 3/4 - 2 hours away by bus and it's usually pretty late by the time we're presentable.

Great stories here tho'... this US women's Raquetball doubles team hasn't lost a game, much less a match, since pairing up 1 or 2 years ago. The Cubans took ALL 7 gold medals in Greco Roman wrestling (maybe Koop should've coached them - NOT!!!!) One of the US gymnasts broke his femur in practice!!! Poor dude. The US baseball team is now 25-0 and one of their pitchers threw a 2 hit shut out extending his scoreless winning streak to 40!! The US J24 team and Lanee Butler on a Mistral (sailboard) are in first place. Pete, men's Mistral, is 3rd or 4th, and the rest of us are between 4th and 6th, I think.

I've been told that to find up-to-date stuff on sailing try www.scuttlebutt.com or org and try different spellings if it doesn't work. I've not gone there yet. Otherwise fdvela.org is a day behind (they're local, everything's manana). Thanks for all your support and cheers!!!! We're doing our best and may be able to move up a spot if things go REALLY well.

Continued on next page



2003 Pan American Games

August 1-17, Santa Domingo, Dominican Republic

Team USA

continued from previous page

Event Recap:

What a great experience we had in subtropical Dominican Republic for the XIV Pan American Games! Not really knowing what to expect, Mary Ann and I were made to feel right at home and part of the team with the other 11 sailors (4 of which are actively involved in Olympic campaigns), competing in 8 disciplines.

Our US delegation was soundly booed by a few nations at a gathering of the teams prior to the opening ceremony. This was unexpected and left us with some apprehension prior to making the traditional march around the track, especially in light of rumors of the USA having a pretty poor image in the area.

However, upon entering the stadium, we received louder, longer, goose-bump-raising cheers than any nation, with the exception of the Dominican Republic, touching all of us deeply.

Of special note, this is the first time in the history of the Pan Am Games that a non-athlete was chosen by a national team to be the flag bearer. The USA's flag bearer was Carl Eichenlaub, 73 years old, and a veteran of 7 Pan Ams and 7 Olympics as boatwright for the US Sailing Team. This selection recognizes the immense contribution of all the unsung heroes laboring behind the scenes so the athletes can focus on doing their absolute best.

Carl volunteers his time unselfishly, doing phenomenal, impeccable work over long hours every day (often made longer as he works on other nations vessels also when they need help). Observers may see him do everything from repairing nicks and fairing

rudders (chuckle) to putting a boat back together that had a forklift put thru it!

Another plus, it's the first time the sailing team was in the front of the USA parade! More detailed info on the teams and fascinating and dramatic stories of other athletes can be found at www.usocpressbox.org.

In general, the winds were fairly steady and ranged between 8 and 18 knots, depending on the day, with some fluke die and shift stuff if storms/clouds moved offshore. Most days there was a wind chop of 2-3 ft on a 3-4 ft swell. It was a blessing that the water was about 80 degrees!!! The course was pretty much a one way, boat speed issue after the start.

We had problems with getting very good starts all week, and soon found that clearing tacks after the start usually relegated you to the bottom half of the fleet. We had no protests in the Hobie fleet and surprisingly little yelling - a testimony to the great group of sailors there.

Enrique Figueroa, sailing with his wife Carla, once again showed everyone that there are higher levels to which we can aspire. His boat speed was nothing short of astounding, winning with usually comfortable margins in 10 of 12 races.

Armando (Jr) and Pamela Noriega had a very tough series with Juan (Jr) Maegli and Andres from Guatemala (at only 15 years old!) and Bernardo and Renata from Brazil. MEX finished very strongly to claim the silver medal. GUA capitalized on an unexpected capsize by BRA after gybing on the first downwind leg in the last race to claim the bronze medal (BRA ended up 4th).

Continued on next page



2003 Pan American Games

August 1-17, Santa Domingo, Dominican Republic

Team USA

continued from previous page

Mary Ann and I thought we had a pretty solid grip on 5th at the mid-point lay day. Then we had compounding problems for two days with poor starts and serious boat speed issues which allowed ARG to pass us on day 5. ARG continued improving on the last day to take 5th.

Team Canada (Dan Borg and Karen-Ann Xavier) clinched 7th, the local Dominican team (Christian and Alberto) was 8th and Team Chile (Johann and Alfonso) rounded out the standings in 9th.

Although it was disappointing for us to slip from 5 to 6, there were a lot of positive things learned, experience gained in conditions we rarely see, and some very fine friends made.

It's hard to describe the joy in seeing the remarkable talent and polite maturity in 15 year old Juan and his crew Andres, not to mention the always gracious and outgoing Noriega family who are now all competing at a level to be reckoned with.

Every team in the competition had times where they shone (some more than others!!) and came away better sailors. Probably the best sites to see other info for the sailing would be www.fdvela.org and www.ussailing.org. Team USA did get gold medals in Women's Mistral (Lanee Butler) and the J24 (Tim Healy, Dave Crocker, Gordon Borges, Nick Judson), and finishes of 4, 5 or 6 in the other classes.

Continued on next page



Above: Team CAN enjoying the breezes.

More event photos at: www.ussailing.org

2003 Pan American Games

August 1-17, Santa Domingo, Dominican Republic

Team USA

continued from previous page

One aspect of our racing that was discussed over emails and afterwards with other Hobie racers, especially in light of the upcoming Hobie 16 CCs in Rehoboth (which if it's anything like the last one they hosted, is NOT TO BE MISSED!!!) and the Hobie 16 Worlds in Cancun next spring, is a more intensive local training program.

Out of necessity, since most of us have jobs and lives outside of the Hobie Life, it will probably be done in regions and coordinated by local fleets, hopefully in conditions similar to that in Cancun. We hope to use the GEP for some of it as well as enlisting aid from other sailing groups as well as sharing as much information as possible among everyone involved with Hobies.

Obvious areas of interest would be tuning, tactics, boat handling, starting, weather assessment, drills and so forth. Although US Sailing has some guidelines, much of it is oriented toward monohull sailing, but the concepts should be similar. If anyone has ideas for a game plan, please pass them through Rich McVeigh. As a team we can improve as each one of us gets better and pushes the rest even harder.

Mary Ann and I thank you for all for your cheering and support!

GAIN A VOICE AT US SAILING - REGISTER AS A SAILOR ATHLETE

Did you know that competitive sailors have to make up 20% of US SAILING's Board of Directors? In addition, US SAILING has an entire council, the Sailor Athlete Advisory Council, which is dedicated to serving as an effective liaison between serious sailors and the organization.

Registering as a "sailor athlete" on US SAILING's website is the best way to gain a strong voice at US SAILING. Registering entitles you to vote for Council representatives and helps representatives place qualified people in positions throughout US SAILING. It is the best way to make sure that US SAILING is meeting the needs of serious racers.

If you have competed in a World or national championships, you should qualify to be A, B or C level sailor athlete. In fact, if you qualify and are interested, you could become a representative on the Sailor Athlete Advisory Council. Please go to <http://www.ussailing.org/saac/> to register and learn more about the Sailor Athlete Advisory Council.



More event photos at: www.ussailing.org

Sailing the Web

Listed here are some web pages for the NAHCA, the IHCA, the ISAF, US SAILING, and Hobie Cat USA. There are also several Hobie Divisions and Fleets in the North American Region that are keeping home pages now. See the links on the NAHCA web site (www.nahca.org).

Websites have proven to be an excellent means of obtaining current information such as regatta schedules, results and contacts. In many cases, results are posted directly from major event locations. Major event results are posted to Hobie website(s) as they are received.

NAHCA

<http://www.nahca.org>

IHCA

<http://www.hobieclass.com>

Hobie World Events

<http://www.hobieworlds.com>

ISAF

<http://www.sailing.org>

Hobie Cat Co. USA

<http://www.hobiecat.com>

Canadian Yachting Assoc.

<http://www.sailing.ca>

Federation Mexicana de Vela

<http://www.vela.org.mx>

Federation de Vela de Puerto Rico

<http://www.velapr.com>

US SAILING

<http://www.ussailing.org>

Hobie 14/16 Class Rules Updates

Date: Middelfart, DENMARK 2 May 2003
To: Hobie 14/16 sailors, IHCA Council, IHCA Advisory Council and IHCA Regional Associations.
From: IHCA Rules Committee
Subject: **H14/16 upgrade timeline**

Dear Hobie 14/16 sailors, IHCA Council, IHCA Advisory Council and IHCA Regional Associations.

It has been decided that the timeline for the H14/16 upgrades accepted by the IHCA Council at the 2003 AGM in Singapore shall be as follows:

GENERAL:

1. Advisory Council to present solutions commonly agreed by all manufacturers to the proposed upgrades no later than March 31st, 2004.
2. Rules Committee to review solutions and to prepare class rule amendments as deemed necessary. Deadline April 30th, 2004.
3. Sailor comment period for class rule amendments between May 1st 2004 and June 15th, 2004
4. Rules Committee recommendation to the Council no later than July 1st, 2004.
5. IHCA Council approval/rejection no later than July 15th, 2004.
6. Submission to ISAF no later than August 1st, 2004.
7. Date of legality April 1st, 2005.

The proposed timeline takes the 2004 H16 Worlds into consideration and it provides sufficient time for thorough development and testing. The timeline is left the same for both H14 and H16 as most of the solutions will probably be more or less identical and also because it will save lots of time doing both classes in the same process. It will also allow the manufacturers to display the upgrades to the sailors during the H16 Worlds and get last minute sailor feed back.

NOTE 1 (improved rudder systems):

The improved rudder systems with bushings can be implemented anytime as it is already legal under the current rules. Manufacturers are requested to notify the Rules Committee preferably no later than 6 months prior to starting supplying the system as standard on new boats.

NOTE 2 (H16 spinnaker kit):

The H16 spinnaker kit is not supposed to be governed under the ISAF H16 class rules, but under a special IHCA supplement. It means neither the manufacturers nor IHCA are bound by ISAF deadlines and schedules. With the upcoming Youth Multihull trials in mind the H16 spi timeline shall be as follows:

1. The Advisory Council to present a spi kit solution commonly agreed by all manufacturers no later than July 31st, 2003.

Hobie 14/16 Class Rules Updates

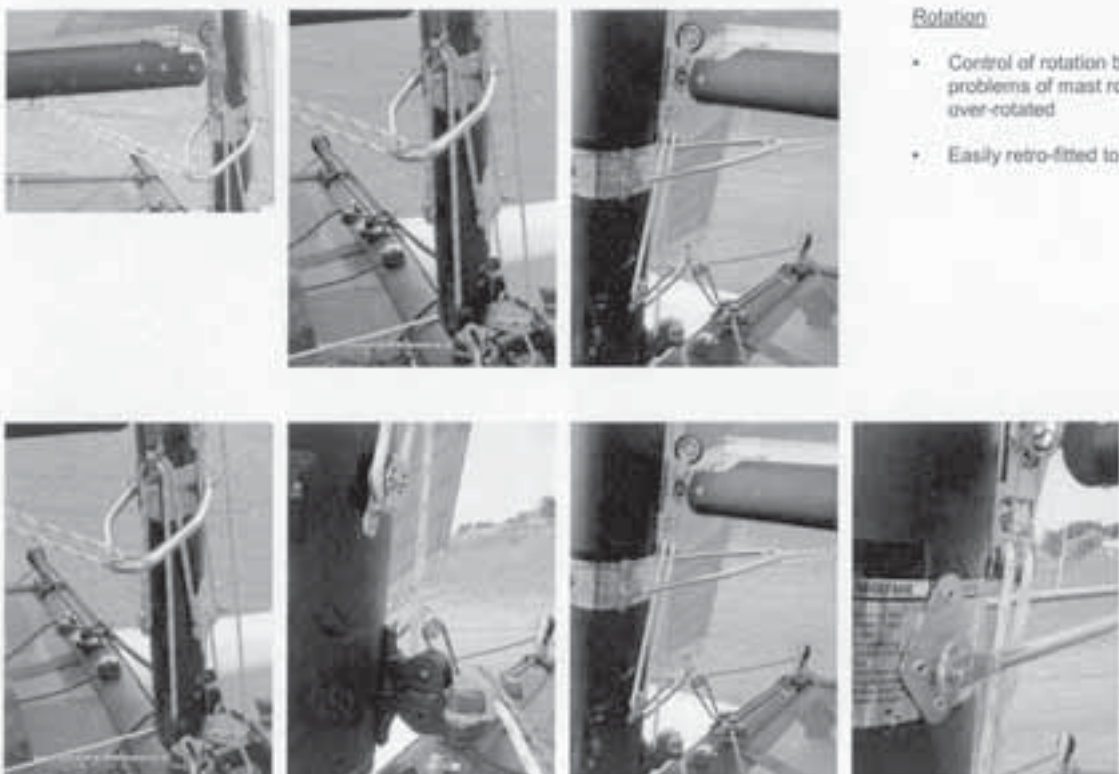
2. Rules Committee to review the solution and to prepare an IHCA class rule supplement before August 21st 2003.
3. Sailor comment period for class rule amendments between August 21st 2003 and September 15th, 2003.
4. Rules Committee recommendation to the IHCA Council before September 30, 2003.
5. IHCA Council approval/rejection no later than October 15th, 2003.
6. Date of legality October 15th, 2003.

Any comments or questions to be sent to: rules@hobieclass.com

Best regards

Erik Olsen

IHCA Rules Committee Chair



Rotation

- Control of rotation by use of rotation bar eliminates problems of mast rotation stops being over used or over-rotated
- Easily retro-fitted to existing boats

Cunningham

- Increased 4:1 purchase makes use of cunningham much easier
- Use of pivoting cam cleat also makes cleating much easier than existing horn cleat
- Easily retro-fitted to older boats

Hobie 14/16 Class Rules Updates

Here is a sampling of some comments that are being made on the proposed changes. While the original vote from the NAHCA membership was supportive of improvements (albeit light in volume), it seems that once these pictures were released, the tide has turned.

We urge you to share your feelings on these changes. This is your chance to have your voice heard. Send your comments to the IHCA Rules Committee, via the hobieclass.com website, or email to rules@hobieclass.com.

If you copy NAHCA News (nahcanews@cox.net), we may print your letter in a future issue.

From Matt Miller, Hobie Cat Company, USA

Here are my comments that I just sent to the IHCA rules guys about the proposed changes, via the hobieclass.com site. We should encourage more input to the IHCA from 16 sailors in the USA. Seems Europe is pushing hard on these things and that just isn't right. It should be a Class thing.

The best thing about the 14 and 16 has been that they are "simple boats". Most of the proposed changes defeat this. I have personally owned five Hobie 16s and raced them for many years along with the 14 as well.

I have also worked as a dealer before working for the factory in the USA. I have seen these kinds of changes from several perspectives, and witnessed the negative response to some. From my experience, these kinds of things are not necessarily good for the class.

In my opinion, there is no point in making continuous changes to the older classes that fragment them more and

more. There is a thought process that says "making changes might invigorate a class," but honestly, I think it just alienates most of the class in the lower ranks. They just want to sail the boat as is. New stuff is a cost and a learning curve.

I can agree with the rotation control and perhaps the downhaul, but not the mast step ball and outhaul changes. That would be a big pain to retrofit and I don't see the need. Trying to make this mast base "upgrade" on an older 14 or 16 would cause some real headaches for the boat owners. This is not simple and would be relatively expensive.

There are some real problems with a freely rotating mast if the rotation control is not properly used. Over-rotation can cause batten breakage, shroud wire and mast failures.

I prefer the idea of cutting the existing stops back (IF they choose to), and leaving a safety "maximum" stop if someone wants to add the rotation control arm. That is simple and achieves the most important thing... rotation limit control.

It seems this is mostly being driven by Hobie Cat France. Hobie USA has not made a proposal for a major change... we don't see a need for it.

The 16 sailors that I have spoken to are acting like a bunch of deer in headlights. They are somewhat confused by the process. They see this as being somehow forced on them regardless of their opinions, as though we HAVE to do these

Continued on next page

		<p><u>Mast Base and Ball:</u></p> <ul style="list-style-type: none"> • Improved mast base using a rotation bar for mast control Allows for easy stepping with total security utilizing the keeper bolt • All parts retro-fit to older boats
		<p><u>Reason for change:</u></p> <ul style="list-style-type: none"> • Safer stepping of mast • Eliminate problems of current system • No further need for mast chip • System used currently on 5 different models from HCE/ on 1 model from HCC
		<p><u>Boom:</u></p> <ul style="list-style-type: none"> • Improved outhaul allows for easier adjustment • Easily retro-fitted to older boats

Hobie 14/16 Class Rules Updates

continued from previous page

things. The active 16 racers I have spoken with all agree that the rotation control is the main item of interest. The downhaul purchase idea is acceptable and the 16 jib halyard system (not shown in this Hobie 14 based email) would require a secure cleat to back up any jaw cleat.

So, my proposal:

Leave the step system alone and allow the addition of a rotator bar. The stops can be cut back a little, but a maximum rotation angle should be determined for safety.

Allow the downhaul adjustment system.

Allow the addition of a cam cleat in the jib halyard system, but require it in-line with the existing horn cleat for safety.

The rest of the proposals (outhaul, base/ball step system) are just not needed and are difficult and likely expensive upgrades for all existing boats.

**From Paul and Mary Ann Hess,
Team USA (Pan Am Games)**

Greetings,

Regarding the proposed changes to the mast base, downhaul and rotation adjustment...

Having been around the 16 and racing since 1976, the ONLY changes I will ever support are those that improve quality or durability / longevity. I do applaud, for example, the integral traveler tracks, the fixed angle jib cars (less cut outs in the plastic car base=stronger), shorter jib foot, thicker mast step and base, new tiller connector... all current implementations by the factory.

I will not support the ball-type mast step and unlimited mast rotation and such an elaborate downhaul system. What makes the Hobie 16 still so attractive to so many is that it's not about an "arms race" and added expenses to stay competitive. My son is still competitive in B fleet with our original lime green '76. We still occasionally have sailors that come out of the woodwork with their old boats and can still play on a fairly even field. There are PLENTY of other opportunities to have these goodies on the other Hobie Cats.

I fear changes like this in the 16 and 14 class would alienate the "fringe" sailors (and probably some newcomers) for precious little benefit in real speed... and that's the real bottom line.

I would encourage everyone to let the Rules Committee know their position on this. My preference would be to keep the 16 SIMPLE!!!!!!!

From Mike Levesque, Editor, NAHCA News

I have sailed and raced the Hobie 16 for quite a while, since the early 90s. Although I am pretty heavy for competing with the lightweights, I love the boat, and the Class, and am on my second brand new one (I previously owned three used ones).

To make my thoughts clear on the changes: we're not sailing Tigers (or 17s, 18s, 20s or 21s for that matter), and one of the PRIMARY reasons for that is that the rigging is simple.

As a direct result of that simplicity, another HUGE reason is that you can pick up a crew anywhere and go sailing or racing on a Hobie 16. I can't tell you how many crews I've heard complain about too much confusion and spaghetti on the bigger boats.

My first choice, therefore, is to change NOTHING. Everyone sails the same boat, the boats are the same, racing is a battle of skill. (Hello, did someone say ONE-DESIGN???)

Adding difficult and costly improvements means that NOT everyone will add them, and the "one-design" rules will look good on paper, but will not exist on the water.

If changes MUST happen, I could agree with the downhaul change and adding a cam cleat to the outhaul (no other outhaul changes, which is probably what most people expected when they voted). These two changes will do very little for performance, but will make life more comfortable on the water between races. Releasing the downhaul in big air to keep the mast from crashing back and forth would also save the stops, making rotation control less of an actual need.

If there's a SAFE way to do it, I could agree with a jib halyard cleat improvement, which will help performance, by making it easier to change gears in varying wind and wave conditions. I'm still not convinced that will work very well, and losing the mast while making an adjustment would certainly NOT be fast, and could lead to serious injury.

I'm 1000% against the new ball-type mast base. I've never had a problem with my mast stops (at least, I don't know it), so I probably wouldn't even want to bother with the rotator. It will just be in the way, and the crew barely has enough room as it is during tacks and gybes.

If wear of the base stops is really the issue, why can't the material be changed to something other than aluminum, which has to be one of the softest metals known to man...

GO TO WWW.HOBIECLASS.COM TODAY!!!!

From the Factory...

Hobie Cat Sails and Trampolines
Made in the U.S.A.
Sails Gone Digital

In addition to boat production, Hobie Cat U.S.A. builds sails and trampolines at its Oceanside, California facility. Production has been performed on-site since the early 70's. Cost pressure to import sails has always been an issue, but the Company feels that control over quality and availability is best served by manufacturing these products in the U.S.A.

Sail design is occasionally done under contract with well-known sail designers. With some boats, like the new Hobie Bravo, designs are done in-house by Hobie Cat's talented group of designers.

Modern sail production starts with computer digitizing of patterns. For best sail pattern accuracy, Hobie Cat uses a computer-controlled "Plotter/Cutter" to mark



and cut sailcloth. The plotter/cutter is a device that runs on tracks along a 55 foot long vacuum table. The cloth roll is mounted on a rack at one end of the table and rolled out. The table has thousands of tiny holes that vacuum the cloth to the table surface, holding it in place during the marking and cutting process.

Using a computer program, the digitized sail pattern is nested in the most efficient layout for cloth usage. The nesting procedure fits the many odd shapes into one long "cookie-cutter" pattern. The nested sail patterns are digitally laid out over the table. When the

plotter is activated, it seeks its start point and, using a computer-controlled pen, begins to mark the many necessary lines, tell-tail locations and panel numbers onto the sailcloth. When this procedure is completed, the plotter moves to the end of the table and stops. At this point, a thin plastic sheet is rolled out over the sailcloth. This allows the vacuum system to hold the cloth more firmly to the table for the cutting procedure. Once the plastic is smoothed and securely holding the cloth, the plotter is once again activated. The



plotter then seeks the start point and begins the cutting procedure, which uses a sharp, round blade (like a pizza cutter) that is pushed into the cloth by the plotter and then drawn along the cut lines. As the blade moves along, it is turned, raised, dropped and drawn along the entire length of the cloth roll until all the panels are cut out. The plotter then moves down the table and off the cloth.

When the plotter has finished cutting, Hobie's sail loft



crew finishes the process by removing the panels from the table and sorting them into sail sets. For multi-colored sails, the plotter cuts many pieces for different sails from each color of cloth. The sets of

sail panels are then moved to a large production sewing table that nearly fills the sail loft. This large table allows us to keep the sails on one surface throughout the sewing phase of production. The table



is surrounded by many sewing stations, which are required for mass production of Hobie sails. These multiple sewing stations are utilized for the numerous procedures required for completion of the sails. The sails are moved through the different sewing and finishing stations, and are ultimately rolled, bagged and placed onto inventory shelves.



2003 Major Events Schedule

NAHCA 2003 Annual General Meeting

Tuesday, September 30, 7:30 PM

Rehoboth Bay Sailing Association, Dewey Beach DE

Rich McVeigh

rmcveigh@starpower.net

301.384.3695

NAHCA Continental Championships

Hobie 20 & Tiger

Sept 15 - 19

Kirk Newkirk

Pensacola, FL

www.keysailing.com

850.932.1485

Hobie 14 Open / Hobie 16 Women's

Sept 26-28

Rehoboth Bay, DE

Hobie 16 Youth

Sept 27-28

Rehoboth Bay, DE

Hobie 16 Open

Sept 29 - Oct 3

Rehoboth Bay, DE

For all Rehoboth Continental Events:

Bruce Andrews

abandrews@comcast.net

610.274.3048

NAHCA Division Regattas

BOLDFACE INDICATES POINTS REGATTAS. CONTACT THE SPECIFIC DIVISION FOR MORE INFORMATION.

FLT DATES EVENT NAME/LOCATION CONTACT NAME PHONE FLT DATES EVENT NAME/LOCATION CONTACT NAME PHONE

DIVISION 1 Contact Bobby Wythes 808.261.0294 or hhca13@aol.com
2003 Events TBA

DIVISION 2 Contact Ron Wagniere 881.364.1157 or rwagniere@earthlink.net
4 Sept 6-7 **San Diego Classic** Brian Borchering 619.501.6784
514 Oct 4-5 ***Pinata Regatta** John Eger 520.749.4295
* Hobie Cat only regatta

DIVISION 3 Contact Gary Russell at 707.869.2464 / 707.291.3363 or grussl@hotmail.com
Wed eves - Fleet 17 Folsom Lake 5% Ramp, Kirk Jeffries 916.454.3966 kirk@inland-hobie.com
281 Sep 6-7 **Sharkfeed/Bodega Bay** Mike Montague 707.799.4556
20 Sep 13-14 Fun Sail/Woodward Reservoir Mike Little 209.957.1234
Sep 13-14 Full Moon/Tahoe Phil DeGaa 916.944.4528
281 Oct 5 Fun Sail/Mendocino Wind Toys 707.542.7245
240 Oct 11-12 **Turkey/Monterey Bay** Gary Russell 707.291.3363
Div 3 Nov 8 Year End Banquet/Tower Park Marina, Lodi Gary Russell 707.291.3363

DIVISION 4 Contact Laura Sullivan at 425.432.7749 or mslauras@earthlink.net
535 Sept 6-7 Lake Chelan Regatta / Chelan, WA Russ Jones 509.682.4658

DIVISION 5 Contact Bryan Frahm at 785.443.1067 or frahm@starband.net
61 Oct 4 Oct Hobie Fest Peter Galvin 303.447.3837
48 TBD New Moon in Mexico Trip David Myers TrtlDave@aol.com

DIVISION 6 Contact Mike Rohrer at 512.335.2865 or mike.rohrer@concurrentdesign.com
8 Sept 13-14 **Wayward Winds/Texas City Dike, Texas** Dave Rosborough 713.669.8490

DIVISION 7 Contact Paul Bommersbach at 605.371.3169 / pbommersbach@sio.midco.net
10 Sept 6-7 **Divisional Champs/Clear Lake, IA** Chris Wessels 641.357.4577
149 Sept. 13-14 **Pitchpole/Lake Perry, KS** Richard Oben 816.468.6996

DIVISION 8 Contact Alex & Patsy Shafer at 352.357.6228 or sac111@mpinet.com
2003 Events TBA

DIVISION 9 Contact Chris Merrell at 757.422.0988 or cmvabva@yahoo.com
92 Sep 6-7 **Catfest/Lake Norman, NC** Jeff Price 704.892.1936
141 TBA **T Whiteside Memorial/Lake Murray, SC** David Mosley 803.732.2313
12 TBA **Gone With The Wind/Atlanta, GA** Tammy Duran 770.531.0397

DIVISION 10 Contact Jeff Rabidoux at 248.641.7358 or jeff.rabidoux@sbcglobal.net
2003 Events TBA

DIVISION 11 Contact Jim Glanden at 302.368.9514 or hobie335@earthlink.net
24 Sept 6-7 **Ocean City/Ocean City, NJ** Wally Myers 609.390.8182
Sept 13-14 **Gunpowder II (H2O Champs)/Baltimore, MD** L. Flanigan DPF135@aol.com
9/26-10/3 H14, H16 Women, Youth, H16 Continentals Bruce Andrews 610.274.3048
Oct 18-19 Area C Alter Cup Trials/Bayville, NJ Mark Santorelli mark@hobiebrat1.com

DIVISION 12 Contact Dave Heroux at 401.647.3203 or davebarbara448@msn.com
209 Sept 6-7 **NH State Championships/Gilford, NH** Scott Malcolm 603.926.7451
186 Sept 20-21 **Roton Point Regatta/Rowayton, CT** Ronald Borge rborge@snet.net

DIVISION 13 See Fleet Directory (next page) for specific country contact information
236 Sept 13-14 Regatas de Independencia/Valle B. Armando Noriega 52-55-5631-5555
236 Oct 4-5 Oktoberfest/Valle de Bravo Armando Noriega 52-55-5631-5555
236 Oct 18-19 Copa Marinazul/Valle de Bravo Armando Noriega 52-55-5631-5555
236 Nov 1-2 Nacionales/Valle de Bravo Armando Noriega 52-55-5631-5555
236 Nov 15-16 Copa Federacion/Valle de Bravo Armando Noriega 52-55-5631-5555
236 Dec 6-7 Regata Patronato/Valle de Bravo Armando Noriega 52-55-5631-5555

DIVISION 14 Contact Gary Godbold 817.731.0542 or railray@flash.net
251 Sept 6-7 **Oklahoma Champs/Lawton, OK** Kade McClure 580.248.4675
23 Oct 4-5 **Shegatta/Valley View, TX** Sheila Holmes 940.637.2485
23 Oct 11-12 **Dallas/Dallas, TX** Rob Kollman 972.422.2140
25 Oct 18-19 **H16 Divisionals/Tulsa, OK** Martin Brown 918.446.8667

DIVISION 15 Contact John MacDonald at 850.932.2673 or hobie852@yahoo.com
2003 Events TBA

DIVISION 16 Contact Kevin Wilson at 315.652.4688 or div16@twcny.rr.com
183 Sept 6-7 Scotch Bonnet LD/Weller's Bay, ON Dan Borg Dan_Borg@toyota.ca
Sept 13-14 Canadagua Open/Canadagua, NY Lee Patterson 716.586.1492
183 Sept 27-28 Ben Hur Open/Toronto, ON Karen Ann Xavier 416.597.2352

Hobie 16 start at Barnegat, NJ
Photo courtesy of Rich McVeigh.



...to establish and promote the highest standards of Hobie Cat sailing / racing...

NAHCA Directory of Fleets

Fleet	Commodore	City	Phone	Div	Fleet	Commodore	City	Phone	Div	Fleet	Commodore	City	Phone	Div
CANADA					FLORIDA					NORTH DAKOTA				
COUNTRY CONTACT: Mike Walker 905.891.6328 mike.walker@rogers.com														
ALBERTA										OHIO				
446	Dave Dawson	Calgary	403.271.3944	4	11	Rick Loewen	Orlando	407.USS.SAIL	8	532	John Grabar	Bismarck	701.258.7372	7
BRITISH COLUMBIA					35	John MacDonald	Pensacola	850.932.2673	15					
14	Vikki Uilbarri	Victoria	250.474.7580	4	36	John McKnight	Miami/Keys	305.251.7600	8	47	Bill Molleran	Cincinnati	513.941.3145	10
130	Tammy Machtaler	Penticton	250.493.5034	4	44	Scot Corson	Ft. Lauderdale	954.437.4696	8	85	Jamie Diamond	Columbus	614.267.0004	10
214	Paul Evenden	Vancouver	604.463.7152	4	45	Kent Cooper	Cocoa Beach	321.504.7300	8	400	Dave Sullivan	Toledo	419.698.3576	10
261	John Alexander	Victoria	250.658.8490	4	80	Steve Caron	Daytona Beach	386.238.1510	8	501	Doug Wilkins	Celina	419.586.6114	10
263	Ron Rubadeau	Kelowna	250.868.0388	4	111	Cindi Muhlbauer	Jacksonville	904.641.6734	8	OKLAHOMA				
446	Dave Dawson	Calgary	403.271.3944	4	111	Diane Rodgers	Jacksonville	904.794.1577	8	25	Martin Brown	Tulsa	918.446.8667	14
MANITOBA					120	Mike Wilson	Panama City	850.235.2823	15	63	Bryan Rainbow	Norman	405.321.5112	14
90	Alex Stanley	Winnipeg	204.231.9407	7	127	Greg Brock	Ft. Pierce	561.461.1659	8	131	Phil Collins	Oklahoma City	405.721.0737	14
NOVA SCOTIA					153	Dave Carlson	Gainesville	352.332.1049	8	251	Clark Smith	Lawton	580.357.1688	14
38	Paul Harvey	Baddeck	902.295.2758	12	GEORGIA					OREGON				
417	Sid Archer	Dartmouth	902.435.0631	12	12	Tammy Duran	Atlanta	770.531.0397	9	72	Andrew Richardson	Portland	503.292.3005	4
ONTARIO					HAWAII					94	Kelly Havig	Redmond	541.548.5203	4
150	Barbara Murray	Phelpston	705.722.8640	16	6	Dean Froome	Kaneohe	808.235.3507	1	193	John Stahr	Eugene	503.344.5585	4
172	Nicholas Eliot	Kingston	613.545.7790	16	IDAHO					PENNSYLVANIA				
183	Karen Ann Xavier	Toronto	905.891.6328	16	926	Miles Moore	Hayden	208.762.2382	4	416	Chris Begrow	Philadelphia	215.822.2528	11
298	Jim Robertson	Nepean	jimr122@rogers.com	16	ILLINOIS					466	Bo Jones	Pittsburgh	412.457.6448	16
441	Jeff Glenn	Burlington	905.522.6470	16	159	Dave Waugh	Springfield	217.528.9031	10	RHODE ISLAND				
QUEBEC					INDIANA					448	Mark Wood	N Kingstown	401.539.0585	12
187	Andre Pilon	St Luc	514.359.1090	12	126	Scott Doege	Crown Point	219.661.1041	10	SOUTH CAROLINA				
257	Serge Nadeau	Quebec City	418.889.9938	12	10	Doug Southwick	Clear Lake	319.345.9949	7	53	Steve Shapiro	Charleston	843.795.3026	9
SASKATCHEWAN					84	Tom Podhajsky	Marshalltown	641.752.5958	7	141	David Mosley	Columbia	803.732.2313	9
242	Henry Schubach	Regina	306.757.4303	4	474	Tim Olson	Polk City	515.984.7600	7	164	Dave Strickland	Lake Keowee	864.801.1625	9
DOMINICAN REPUBLIC					475	Ryan Richardson	Storm Lake	712.732.5926	7	174	Ted Watts	Myrtle Beach	843.651.6931	9
289	Jose Maria Acosta	Santo Domingo	809.563.8730	13	KANSAS					520	Buz Moore	Hartsville	843.332.6103	9
EL SALVADOR					27	Scott Mathia	Wichita	316.744.8513	14	SOUTH DAKOTA				
Alberto Ferracuti	San Salvador	503.271.1031	13	149	Virginia Baumgartner	Ozawki	785.246.3626	7	198	Paul McQuiklin	Rapid City	605.342.4549	5	
GUATEMALA					LOUISIANA					291	Marquis Erickson	Sioux Falls	605.334.5785	7
COUNTRY CONTACT: Juan Maegli Tel +502.331.8317 Fax +502.360.0573 jemaegli@tecun.net.gt					9	Glenn Richard	Lake Charles	504.751.7239	6	TENNESSEE				
138	Juan Maegli	Ciudad de Guatemala	502.331.8317	13	41	Barbara Lee	Metarie	504.837.4191	15	134	Charles Miller	Memphis	901.358.8151	15
138	Martin Keller		502.333.3904	13	MAINE					249	Jon Sheridan	Nashville	615.383.7266	15
MEXICO					231	Greg Harwood	Winthrop (Augusta)	207.377.4717	12	TEXAS				
COUNTRY CONTACT: Armando Noriega Tel. +52.5.631.55.55 Fax +52.5.645.74.18 hobiemex@hotmail.com					MARYLAND					8	Dave Rosborough	Houston	713.669.8490	6
236	Enrique Ambrosi	11000 Mexico	52.55.96.26.7713		54	Lynn Flanigan	Chesapeake Bay	410.821.6761	11	23	Dennis McCredie	Dallas	972.552.9115	14
469	Pancho Limon	San Felipe	52.657.7.11.80	2	MASSACHUSETTS					64	Steve Piche	Austin	512.206.0729	6
904	Alberto Ponce	Yucatán	52.9.993.13.0013		28	Nancy Worth	Boston	781.821.9386	12	91	Gary Godbold	Fort Worth	817.731.0542	14
PUERTO RICO					154	Garret Norton	Cambridge	617.484.4982	12	99	Betty Reeh	Corpus Christi	210.656.5278	6
133	Alfredo Figueroa	San Juan	alfredofiguera40@hotmail.com		MICHIGAN					102	Scott Kee	South Padre Island	361.850.8884	6
UNITED STATES OF AMERICA					40	Bruce Williams	Richland	616.731.4496	10	128	Betty Reeh	San Antonio	210.656.5278	6
ARIZONA					276	Jeff Rabidoux	Troy	248.641.7358	10	232	Paul Vera	Beaumont	409.963.3525	6
66	Bill Feil	Phoenix	480.706.5898	2	519	Julie Lenczycki	Austin Lake	616.329.0975	10	407	Roger Poe	Houston/Conroe	281.859.6201	6
514	Tony Krauss	Tucson	520.514.5605	2	MINNESOTA					457	Vaughn Costa	Brownwood	905.646.8215	6
ARKANSAS					52	Kevin Chase	White Bear Lake	651.429.7971	7	UTAH				
241	Bob Edmonds	Little Rock	501.868.8801	14	474	Slim Johnson	St. James	507.375.4226	7	67	Jarrold Marx	Park City	801.562.5461	5
CALIFORNIA					MISSISSIPPI					VERMONT				
2	Troy Szabo	Grass Valley	916.489.4831	3	70	William Allen	Ocean Springs	601.875.5423	15	154	Jim Zellmer	Putney	802.387.5948	12
3	Karen Christensen	Long Beach	582.439.4097	2	278	Ronald Beliech Jr	Brandon	601.362.9265	15	VIRGINIA				
4	Dave Dixon	San Diego	858.794.8467	2	MISSOURI					32	Tracie Van Houten	Virginia Beach	757.851.4815	9
17	Kirk Jeffries	Roseville (Sacramento)	916.782.3962	3	123	Garen Miller	St. Louis	shrednsail@mindspring.com	10	196	David Nees	Fairfax	703.849.8300	11
20	Mike Little	San Jose	209.957.1234	3	273	Wendell Fouts	St. Peters (St. Louis)	314.926.0440	7	WASHINGTON				
29	Thorn Grimaldi	Modesto	209.384.3439	3	NEBRASKA					37	Gary Baker	Bellingham	360.734.9471	4
30	Brad Austin	Redlands	bradaustin@msn.com	2	192	Jeff Schmidt	Omaha	402.333.3182	7	95	Jerry Valeske	Seattle (Maple Valley)	425.432.7749	4
62	Dave Marean	Fresno	559.298.1251	3	NEVADA					195	Ken Dyer	Richland (Tri Cities)	509.582.3231	4
167	Dave Bethel	Bakersfield	661.322.9178	2	51	David Martin	Las Vegas	702.914.8099	2	535	Mark Sele	Wenatchee	509.884.9113	4
194	John Schroyer	Martinez	925.372.9392	3	203	Andrew Brigg	Reno	775.747.0873	3	926	Miles Moore	Spokane	208.762.2382	4
222	Allan Houser	Seaside	831.394.7661	3	NEW HAMPSHIRE					WASHINGTON, DC				
240	Adam Borcharding	Santa Cruz	831.427.1732	3	209	Scott Malcolm	Gilford	603.926.7451	12	516	Tom Yorty	Washington, DC	703.476.6853	11
281	Mike Montague	Santa Rosa	707.799.4556	3	496	John Swiniarski	Pelham	603.898.6004	12	WYOMING				
290	Kit Wiegman	Sacramento	916.338.4678	3	NEW JERSEY					156	Nick Hopkins	Casper	307.265.3530	5
537	Mike Strahle	Redding	530.245.0964	3	24	Wally Myers	Ocean City	609.390.8182	11					
COLORADO					73	Bill Hiller	Pleasantville	609.652.8165	11					
50	Sean Tracy	Ft. Collins	970.223.2642	5	137	William Woodie	Lake Hopatcong	973.347.8658	11					
61	Mike Machette	Denver	303.744.3014	5	234	Thomas Davis	Union Lake	609.848.7352	11					
CONNECTICUT					250	Vic Simon	Sandy Hook	908.583.6558	11					
31	Barry Burgess	New Milford	203.354.8090	12	267	Andrew M. Keller	Barneget Bay	609.492.1713	11					
56	Colin Walkiet	S Westport (Bridgeport)	203.454.0241	12	443	John Shaw	Wildwood	609.898.2150	11					
136	Joe Manganello	Madison (New Haven)	203.421.3614	12	452	Dave West	Barneget Bay	609.971.3603	11					
186	Ronald Borge	Darien	rborge@snet.net	12	NEW MEXICO									
DELAWARE					48	Mike Grimes	Albuquerque	505.299.2796	5					
106	Bill Colgan	Rehoboth Bay	302.475.9083	11	NEW YORK									
					119	Mike McNamara	Buffalo	716.759.1908	16					
					143	Richard Partenfelder	Long Island	631.269.4743	12					
					204	Adam Atherton	Cicero	315.699.8184	16					
					238	Tom Miller	Pawling	845.855.0868	16					
					295	Mark Gibson	Rochester	585.533.1531	16					
					NORTH CAROLINA									
					92	Jeff Price	Davidson (Charlotte)	704.892.1936	9					
					97	Sam Evans	Raleigh	919.544.4521	9					
					100	Kyle Harrison	New Bern	919.304.6167	9					
					101	David Lennard	Wilmington	910.686.0595	9					
					170	Debra Walters	Lake Waccamaw	910.642.0625	9					
					191	Tom Sutton	Greensboro	336.676.4403	9					

Updates

Please check the list of fleets on this page carefully. If your fleet is not listed correctly, please send the fleet number, commodore's name, city, state/province, contact phone number and email address. Send additions or changes to the following:

Bruce Andrews
NAHCA Secretary
103 Woods Lane
Landenberg, PA 19350-9109

2003 NAHCA MEMBERSHIP APPLICATION 2003

NAHCA membership is for the calendar year (January 1, 2003 — December 31, 2003)

TOP CAT MEMBERS \$100.00

Patrons and Sponsors
All benefits of Standard Membership

US STANDARD \$30.00

Membership in IHCA
Funding to NAHCA
NAHCA Membership Card
NAHCA News

FOREIGN (OUTSIDE US) \$37.00

Same as Standard Membership, for those not living in the US. The increased cost helps to cover the expense of mailing outside the US.

FOREIGN (WEB ONLY) \$20.00

An electronic membership that saves the cost of mailing. These members will receive all benefits of Standard Membership, but will not receive a hardcopy of *NAHCA News*. This option is available to **FOREIGN members only**. E-mail address is required.

YOUTH (Independent) \$15.00

Under 21 years of age
Membership in IHCA
Funding to NAHCA
NAHCA Membership Card
NAHCA News

FAMILY MEMBERS \$10.00

(Top Cat, Standard or Foreign members may purchase membership for additional family members at \$10 per card)
Membership in IHCA
Funding to NAHCA
NAHCA Membership Card

WHAT THE MONEY GOES FOR:

Hobie Cat Class Promotion
Guest Expert Program
Youth Programs
Informational Mailers
Standardized Racing
Continental Event Support
Racer Support Programs
Regatta Materials for
Fleets & Divisions
Racing Seminars
Race Management Seminars



**NORTH AMERICAN
HOBIE CLASS ASSOCIATION**

*Help us to serve you better!
We send an email to confirm that we receive each application. If you do not receive an email message within two weeks of mailing your application, please contact us at:
shirlronpal@msn.com*

(PLEASE PRINT OR TYPE) ☐ Please check if this is a new address ☐ New Member ☐ Renewal ☐ New Card

NAME _____ Member # _____

ADDRESS _____ Apt # _____

CITY, STATE/PROVINCE _____ Postal Code _____

COUNTRY _____ FLEET # _____ DIVISION # _____ BOAT SIZE(S) _____

PHONE: HOME _____ WORK _____ FAX _____

E-MAIL _____ DIVISION CHAIR? ☐ YES FLEET COMMODORE? ☐ YES

Fam/Jr name(s) _____

If under 21, please give DOB _____

MEMBERSHIP TYPE (US Funds)

TOP CAT (\$100.00) _____

STANDARD (US) (\$30.00) _____

FOREIGN (\$37.00) _____

FOREIGN (WEB) (\$20.00) _____

YOUTH (under 21) (\$15.00) _____

Family Card(s) @ (\$10.00) _____

TOTAL _____

Date of next regatta you will attend? _____

☐ Check here if you want to receive mailings from Hobie-related products and services.

☐ Put me on the mailing list for the Women's International Class Association.

Release and indemnity agreement

I acknowledge the risk of injury to my person and property while participating in sailing events. I will rely upon my own judgement and ability while participating in IHCA/NAHCA sanctioned events and assume all risks of injury and damage arising out of such participation. I will not sue or make any claim whatsoever against the IHCA or NAHCA, its Division or Fleet organizations or the organizers of events as a result of such participation.

Payment Enclosed: ☐ check or money order

Charge to: ☐ Visa ☐ Master Card

Signature of sailor _____

Date _____

PLEASE SEND APPLICATION TO:

NAHCA MEMBERSHIP

4935 N CALLE ESQUINA

TUCSON, AZ 85718-6311 USA

520.299.0609 (Tel & Fax)

Allow three weeks for delivery

CARD # _____

EXPIRATION DATE _____

SIGNATURE OF CARD HOLDER _____

...to establish and promote the highest standards of Hobie Cat sailing / racing...



Multihull Council Golden Anchor Membership Form – New and Renewal

Anniversary dates: March 31 and September 30

New GA memberships paid between January 1 through June 30, 2003, will expire on March 31, 2004
New GA memberships paid between July 1 and December 31, 2003, will expire on September 30, 2004

Name _____

Address _____

City _____ State _____ Zip+4 _____

Phone _____ Fax _____ Email _____

Boat(s) _____

Primary Racing: One Design [] Portsmouth [] Other (specify) _____

\$____ \$12 Youth (regularly \$15) – Under 21 / Student birth date _____

\$____ \$40 Individual (regularly \$60)

\$____ \$60 Family (regularly \$75)

\$____ \$40 Individual non-USA (no magazine; add \$30 to receive *Sailing World*)

\$____ \$10 Special one-year, 6-issue subscription to *Multihulls Magazine* for **new members only** (reg. \$21)

Yes, I want to support one or more of these MHC programs:

\$____ Fast & Fun Youth \$____, Youth Multihull Championship \$____, Hoyt-Jolley Fund for Alter Cup \$____

New cruising sailors: indicate here _____ if you prefer to receive *Cruising World* instead of *Sailing World*.

New cruising sailors: indicate here _____ if you prefer to receive Safety Recs for Cruising instead of RRS.

Mail with check payable to: Darline Hobock/MHC, 5373 E. 27th St., Tulsa, OK 74114



WHY JOIN US SAILING?

US SAILING is the national governing body for the sport of sailing and merits the support of you and every sailor through direct membership. US SAILING's mission is to encourage participation and promote excellence in sailing and racing in the United States.

You can become a member of US SAILING, or renew your membership, **at a discount** while making certain the Multihull Council (MHC) gets credited with your membership as a Multihull sailor. This will help improve the Multihull presence in US SAILING and **save you at least \$10** on your annual dues to boot. All you need to do is send your membership dues to the program administrator who collects them all, consolidates them and sends one check to US SAILING so that the MHC gets credit for them. This is available to any sailor with a Multihull of any size, from beach cat to cruising boat.

Multihull sailors who are Individual or Family members receive:

- One-year subscription to *Sailing World* or *Cruising World*
- *Racing Rules of Sailing*, updated every four years
- \$20 coupon good towards purchase of \$75 or more at West Marine (expires 12/31/2003)
- Minimum 10% discount on entry fees for regattas covered by US SAILING regatta liability insurance
- Discounts on merchandise, publications, accessories, videos, and safety gear
- Eligibility for US SAILING championships, including the Alter Cup
- Access to the members' portion of the US SAILING website

Membership dollars support many programs and services offered by US SAILING including:

- Develop community sailing instructors to make sailing more accessible
- Train sailors of all ages to become sailing instructors
- Support of one-design fleets nationwide
- Train and certify judges, race officers and umpires
- Offer affordable insurance programs for sailing organizations
- Derive and implement the ISAF Racing Rules of Sailing
- Develop and administer handicap systems such as Portsmouth Yardstick
- And much more

Youth memberships are available for youths and students under 21 with the following benefits:

- One-year subscription to *Junior Sailor*, a special quarterly magazine for youth
- *Racing Rules of Sailing*, updated every four years

Will you support US SAILING with your membership?

Darline Hobock, Program Administrator

...to establish and promote the highest standards of Hobie Cat sailing / racing...

TIGER

Hobie



A fast and furious competitor

The Hobie Tiger is a
proven **top performance**
high-level Hobie Cat racer.

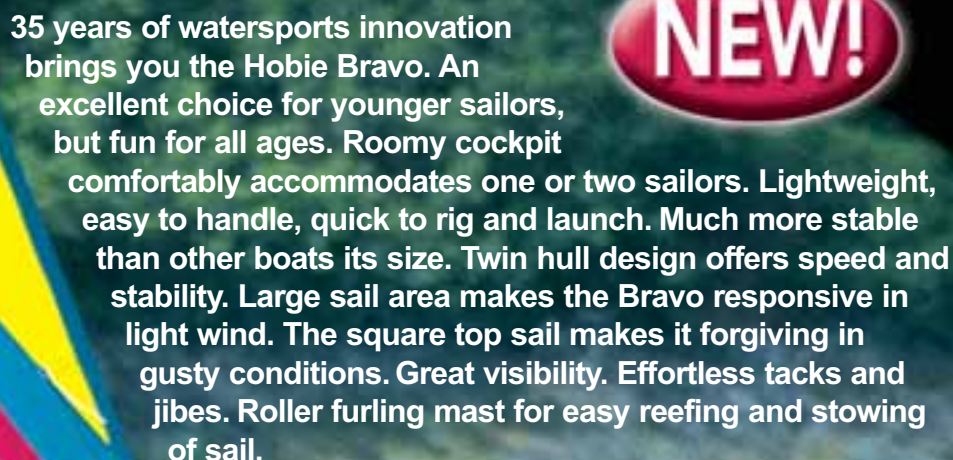


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4925 Oceanside Blvd.
Oceanside, CA 92056
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**HOBIE TIGER WINNER
2002 F18 WORLDS**



The Hobie logo is a stylized wordmark in a blue, italicized font, enclosed within a white diamond shape with a blue outline. It is positioned at the top center of the advertisement, flanked by two blue swoosh lines that extend towards the left and right edges of the page.The word "Bravo" is written in a large, elegant, blue script font, located in the top right corner of the advertisement.A red, oval-shaped badge with a white border and a slight 3D effect, containing the word "NEW!" in bold, white, sans-serif capital letters. It is located in the upper right quadrant of the advertisement.A large, vibrant sailboat with a yellow, red, and blue sail is shown sailing on a body of water. The sail is partially unfurled, and the boat is moving towards the right. The background shows a green, hilly shoreline under a clear sky.

35 years of watersports innovation brings you the Hobie Bravo. An excellent choice for younger sailors, but fun for all ages. Roomy cockpit comfortably accommodates one or two sailors. Lightweight, easy to handle, quick to rig and launch. Much more stable than other boats its size. Twin hull design offers speed and stability. Large sail area makes the Bravo responsive in light wind. The square top sail makes it forgiving in gusty conditions. Great visibility. Effortless tacks and jibes. Roller furling mast for easy reefing and stowing of sail.

Another great looking boat from Hobie...Bravo!

1-800-HOBIE-49 • www.hobiecat.com
email: info@hobiecat.com

SPECIFICATIONS

- Length - 12'
- Width - 53"
- Mast - 19'
- Sail Area - 86 Sq. Ft.
- Weight - 195 lbs
- Capacity - 400 lbs
- Rotomolded Super Linear II

HOBIE CAT / NAHCA
4925 Oceanside Blvd.
Oceanside, CA. 92056

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